



BRONTE GREEN URBAN DESIGN BRIEF



Prepared for:
Bronte Green Corporation

TOWN OF OAKVILLE

Prepared by:



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INTRODUCTION

PURPOSE OF THE DOCUMENT

This Urban Design Brief has been prepared on behalf of Bronte Green Corporation in support of their proposed subdivision within an area of West Oakville known as the Merton Lands. The proposed development was the subject of a report prepared by John G. Williams Limited, Architect dated February 25, 2014. This updated report is based on the updated draft plan and addresses the proposed changes to the draft plan layout.

The subject document represents a hybrid of an Urban Design Brief and Architectural Control Guidelines. The purpose of the Urban Design Brief component is to provide an overview of the urban design objectives / principles for the proposed residential development at a neighbourhood scale, while the purpose of the Architectural Control Guidelines component is to provide guidance on the design of the individual buildings and how built form and other design elements contribute to an attractive streetscape.

This document forms part of the development application for the subject lands and is intended to provide a clear design vision for the creation of an attractive, high quality residential neighbourhood with a definable identity and architectural character that will complement the existing community at large, together with an implementation strategy to achieve this goal.

This document will focus on the physical design of the new neighbourhood by providing urban design principles and guidelines which address the public realm (open space areas, streetscapes, landscape initiatives) and the private realm (built form, architectural design) to promote a pedestrian-scaled and cohesive neighbourhood. This document also identifies opportunities to establish character areas within Bronte Green to assist with place-making and fostering a distinctive and upscale identity.

The Urban Design Brief has been prepared in accordance with the requirements of the Town of Oakville's Terms of Reference for an Urban Design Brief (March 2010) to assist with the required land use planning approvals for the subject lands. The purpose of this Urban Design Brief is to:

- Analyze the site's physical and policy context within the local area and illustrate how the proposed development will be integrated with its surroundings;

- Provide a set of design principles and guidelines for the development of an innovative and sustainable community;
- Ensure the proposed development complies with the relevant urban design policies and objectives as outlined in Livable Oakville / Town of Oakville Official Plan (2009)

The Urban Design Brief is organized into two distinct sections.

Section 1:

- Contextual Analysis
- Goals and Objectives
- Response to Town Documents

Section 2:

- Conceptual Design Principles, Concept Plan and Treatment of Public Realm
- Proposed Built Form
- Architectural Control Guidelines
- Priority Lot Dwellings
- Sustainability
- Design Review Process



SECTION 1

1.1 CONTEXTUAL ANALYSIS

1.1.1 SITE LOCATION

The proposed development comprises an area of approximately 55 hectares (136 acres) located south of Upper Middle Road and east of Bronte Road on a portion of the Merton Lands, within the community of West Oakville in the Town of Oakville. The subject lands are currently occupied by the Saw Whet Golf Course.



Key Plan

1.1.2 SITE TOPOGRAPHY

Site topography is generally flat with slopes towards the valley features. The Fourteen Mile Creek valleylands contain significant forested areas which will be protected and buffered from the development. Existing tableland vegetation associated with the former Saw Whet Golf Course will be evaluated and retained where feasible or removed where not feasible in order to facilitate the proposed development. Two buildings on-site (the Saw Whet Golf Club and a single detached bungalow) will be demolished.

1.1.3 CHARACTER OF SURROUNDING AREA

Bronte Green is bounded by:

- North: Upper Middle Road and an existing hydro corridor; north of Upper Middle Road is an existing church and the residential community of Westmount;
- East: The Fourteen Mile Creek valleylands; further east is the residential community of Glen Abbey;
- South: Region of Halton Municipal Offices and the Deerfield Golf Course; further south is the Queen Elizabeth Way;
- West: Bronte Road opposite which is the Bronte Creek Provincial Park which provides for a wide variety of recreational activities.

A key feature of the site is its proximity to significant natural features - the Fourteen Mile Creek valleylands that run along its eastern edge, and the Bronte Creek Provincial Park to the west. These major open space features help to establish the development limits for Bronte Green and provide opportunities to establish relationships and linkages between the built environment and the natural heritage of the area.

An existing hydro corridor is located along the south side of Upper Middle Road forming the northern boundary of the site, then turning south to run through a portion of the valleylands and bisecting the proposed development area.

Low and medium density residential occurs to the north (north of Upper Middle Road), and to the east (east of the Fourteen Mile Creek). Existing built form in the stable residential neighbourhoods to the north and east of the subject lands consist primarily of single detached homes, including areas of townhomes, constructed over the past 5 to 20 years. Housing in the area displays a eclectic mix of architectural styles and materials. Immediately south of the site are the existing Halton Regional Centre, Halton Regional Police Station and Emergency Services buildings as well as the Deerfield Golf Course which may be subject to potential future development.

Refer to site context images on the following page.



Halton Regional Centre on Bronte Road



Halton EMS Centre on Bronte Road



View of site from Bronte Road



Existing dwelling on Bronte Road



Existing townhouses with reverse frontage on Upper Middle Rd.



View of site from Upper Middle Rd.



Existing single detached condo dwellings located on Ravine Gate



Existing single detached dwellings located on Barrister Place



Existing gateway entrance at the intersection of Upper Middle Rd. and Grand Oak Trail

COMMUNITY CONTEXT IMAGES

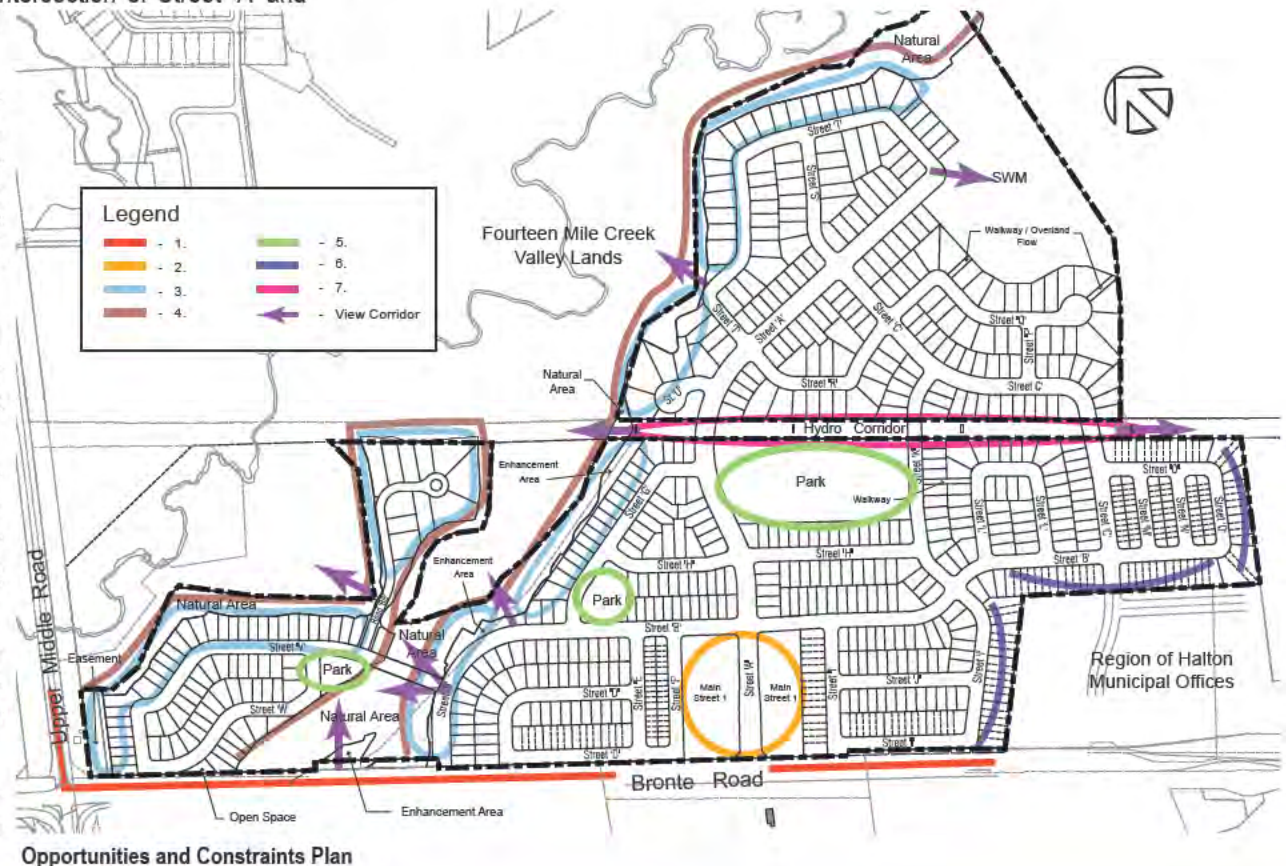
1.1.4 OPPORTUNITIES AND CONSTRAINTS

The analysis of the site presents a set of opportunities and constraints relating to its location, the major road framework, the natural heritage system, the existing hydro corridor and other contextual issues, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design. These opportunities and constraints include the following (refer to the Opportunities and Constraints Plan with corresponding numbers):

1. Establish a suitable interface with Bronte Road and Upper Middle Road through appropriate lotting patterns, use of window streets, and the use of enhanced architectural and landscape features. Reverse frontage lotting along Bronte Road will be avoided.
2. Promote a central neighbourhood node at the intersection of Street 'A' and Bronte Road through higher density and retail/mixed-use built form treatments.
3. Create a residential interface with Fourteen Mile Creek, compatible with the development pattern east of the valley through provision of larger residential lots, provision of window streets and view corridors into the valley, and provision of a small low density residential condominium enclave.
4. Mitigate development impacts to the natural heritage system through provision of buffers to ensure long term sustainability of these important public features in an urbanized setting.
5. Create a network of open space amenity features for passive/active recreational use and neighbourhood focus while enhancing view corridors and developing pedestrian linkages that are safe, comfortable and convenient.
6. Create a suitable interface with the Halton Regional Centre to the south of the site on Bronte Road through appropriate screening and other mitigation.
7. Utilize the existing Hydro Corridor that runs through the site for a centrally located pedestrian trail linkage.

1.1.5 CONNECTIONS TO TRANSPORTATION NETWORKS

The subject site is well connected to the transportation network within the local area, including transit, driving, cycling and walking opportunities. All future residents within the proposed development will be within close walking distance to public transit on Bronte Road and Upper Middle Road. The site is in close proximity to Highway 403 / QEW (less than a kilometer to the south) and to Highway 407, (approximately 2.5 kilometers to the north). Active transportation is supported through interconnected walkways and trails throughout the neighbourhood with linkages to other destinations in the community.



1.1.6 RELATIONSHIP TO NATURAL HERITAGE SYSTEM

The subject lands will be closely associated with the significant Natural Heritage System located close by (Fourteen Mile Creek valleylands to the east and the Bronte Creek Provincial Park to the west). Trail connections will be established in sensitive and suitable locations to allow residents to access these important natural resources for recreational purposes.

1.1.7 VIEWS TO THE SITE AND LANDMARK ATTRIBUTES

Views towards the site will occur primarily from Bronte Road and from Upper Middle Road. The draft plan makes use of window streets and building flankages to avoid reverse frontage of housing directly onto Bronte Road. Landscape treatments and built form along the edges of the community will be enhanced to ensure attractive views are maintained.

The main entrance into the neighbourhood from Bronte Road at Street 'A' will become a landmark location and will be recognized for its importance through the provision of intensified land use and built form as described in later sections of this Urban Design Brief, to ensure an attractive streetscape appearance is achieved.

Views to the NHS will be provided in key areas. Built form that abuts the NHS will require architectural enhancements to ensure attractive views are maintained from public areas.

1.2 GOALS AND OBJECTIVES

1.2.1 DESIGN VISION

Bronte Green is designed to be an integral part of the larger communities of West Oakville, the Town of Oakville and Halton Region communities.

The design vision for Bronte Green is to create a high quality, upscale neighbourhood providing a variety of housing options, a central node area (including higher density mixed-use blocks) and recreational opportunities which will help support a range of lifestyles while protecting the area's vibrant natural heritage features. Bronte Green has been designed to promote livability for its residents by laying the groundwork for a safe, walkable neighbourhood that complements the established character of the nearby existing residential neighbourhoods.

New built form will incorporate an attractive mix of heritage-inspired and modern architectural influences, complementary to the design of the public realm components of the neighbourhood. Natural features will be preserved and incorporated into the community fabric, creating a strong open space character for Bronte Green. The Fourteen Mile Creek valley lands and associated buffering extends along the easterly portion of the site, physically separating it from the Glen Abbey neighbourhood.

A centrally located neighbourhood park and 2 smaller village square parks will provide opportunities for active and for passive recreational uses in close proximity to all area residents. A storm water management pond located in the southeast portion of the site will control the quality and quantity of stormwater returning to the valley and natural watercourse. These ample open space features will be interconnected through the network of streets and trails to provide linkages to the regional trail system and the surrounding community.



A variety of housing options



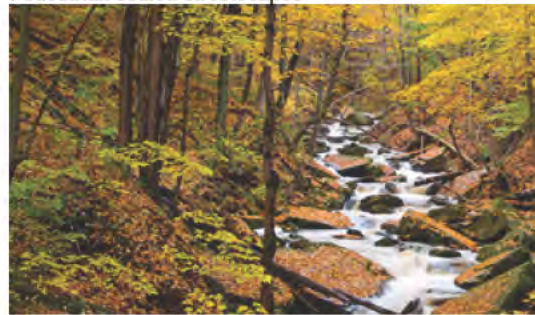
Retail / Mixed Use area



Pedestrian scaled streetscapes



High density area



Protected natural heritage system



Trails and interconnected pedestrian system



Provision of parks

CONCEPTUAL DESIGN VISION IMAGES

1.2.2 NEIGHBOURHOOD DESIGN OBJECTIVES

The following design objectives will contribute to the design vision for the subject lands:

- Provide a **high quality public realm and built form** by recognizing the importance of creating well-planned neighbourhoods that integrates into the urban fabric of West Oakville and is compatible with the existing community.
 - Create a **sustainable natural and open space system** by recognizing the importance of the natural environment and the established NHS within and outside the Bronte Green study area, as well as the need to protect and capitalize on these existing resources to benefit future generations.
 - Provide **access and visibility to open space** by recognizing the importance of developing physical (interconnected trail system, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote physical activity by providing recreational opportunities for residents.
 - Identify opportunities to create **character areas** within the neighbourhood that promote the high quality identity envisioned for Bronte Green and contribute to a unique sense of place.
 - Create a **safe, attractive and compact pedestrian-scaled neighbourhood** through public and private realm design initiatives that encourages community interaction and fosters a sense of place.
- Create a **patterned neighbourhood** with discernible edges, gateways, node areas and corridors.
 - Establish an **interconnected hierarchy of roads** that facilitate access and entry to the neighbourhood, movement within the neighbourhood, connections to focal areas and visual connections to natural features.
 - Assist in developing a **sustainable transportation network** by intensifying land uses in specific areas in order to support the use of transit and reduce vehicular trips.
 - Promote **pedestrian linkages** throughout the community.
 - Provide **variety and choice of residential building** types and sizes to respond to a broad demographic and a wide set of homeowner needs.
 - Promote opportunities for **higher density residential and mixed-use buildings** in a strategic area of the neighbourhood.
 - Promote **high quality buildings** that minimize the visual impact of garages and parking areas.
 - Promote **architectural variety and innovation** through flexible and adaptable guidelines.
 - Ensure **context sensitive buildings** are designed to respond to their location in the community and to adjoining uses.
 - Ensure that **buildings on focal lots** are given special design consideration.
 - To incorporate principles of CPTED (Crime Prevention Through Environmental Design) that provide a safe, pedestrian-friendly environment.



1.3 RESPONSE TO TOWN DOCUMENTS

1.3.1 STRATEGIC PLAN

The Town of Oakville Strategic Plan provides a vision, mission and values that will shape the future of the Town “to be the most livable town in Canada”. The Strategic Plan covers a broad range of objectives, such as fiscal sustainability, environmental sustainability, cultural and social enhancement, economic development, community planning, provision of municipal services, government organization, and innovation.

The proposed development complies with the objectives of the Strategic Plan by providing for a well-designed, attractive development that makes efficient use of resources and contributes to the urban fabric of Oakville.

1.3.2 OFFICIAL PLAN (LIVABLE OAKVILLE PLAN)

The Town’s Official Plan 2009, “Livable Oakville Plan” (office consolidation - Sept.10, 2014) contains “goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality.”

Part ‘C’, Section 6 of the Official Plan provides urban design policies meant to “achieve a high standard of urban design and architectural quality to provide an innovative and diverse urban form that promotes a sustainable, dynamic and livable environment.” The proposed Bronte Green development provides a high standard of urban design and architectural quality, as described and demonstrated throughout this Urban Design Brief, that complies with all relevant objectives and policies outlined in this section, including:

6.1 General

- Providing diversity, amenity, comfort, safety and compatibility with the existing community (6.1.1a).
- Encouraging attractive and safe public spaces, such as streetscapes, gateways, vistas and open spaces (6.1.1b).

- Promoting innovative and diverse urban form and excellence in architectural design (6.1.1c)

6.2 Public Realm

- High quality urban design is proposed for the public realm, promoting creativity and innovation (6.2.1).
- The proposed development provides a modified grid-like street pattern with an inter-connected network of roads that facilitates vehicular, pedestrian and bicycle movement, facilitates viable transit service and has been designed to respond to existing natural features (6.2.2).
- The use of culs-de-sac has been minimized and utilized only where warranted by the physical conditions of the site (6.2.3).
- Street blocks are of an appropriately walkable length which promotes efficient walking routes. Additionally, the existing hydro corridor will be utilized as a key structural urban design element that links the park to the rest of the community and facilitates active transportation (6.2.4).
- Reverse frontage lots have been avoided (6.2.5).
- Streetscapes will reflect the local context; promote a pedestrian-oriented environment that is safe, attractive and accessible; and, provide cohesion and seamless transitions between the public and private realm. A central main street will be created along Street ‘A’ at the entrance to the community with street oriented retail, buildings brought up to the street, on-street parking. This feature will create a real sense of place and arrival to the community. (6.2.6)
- New development will contribute to the creation of a cohesive streetscape through:
 - the placement of principal building entrances towards the street and corner intersections when applicable (6.2.7a);
 - achieving a variation of façade articulation and details (6.2.7b);
 - the location of active uses such as patios designed to connect to the public realm to enhance the liveliness and vibrancy of the street, where applicable (6.2.7c); and,
 - improving the visibility of, access to, and prominence of unique natural, heritage, and man-made features. (6.2.7d).

6.3 Gateways

- A gateway into the development has been provided at Bronte Road and Street 'A', in a visually prominent location, to create a sense of entrance and arrival that will contribute to the community image and identity of Bronte Green. The retail main street and higher density built form at the Street 'A' gateway create a strong sense of arrival to the community. (6.3.1 to 6.3.4).
- Entrance features, such as ornamental walls and signs, shall not be permitted. Instead, the combination of enhanced built form and landscaping will be utilized at gateway locations. Building massing, height and orientation along Street 'A' at Bronte Road will provide focus at this gateway location (6.3.5).

6.4 Transition

- Compatibility and appropriate transitions between areas with different land uses has been achieved through the provision of roads, landscaping, spatial separation of land uses, and compatible built form (6.4.1).

6.5 Built Form

- Buildings will generally align with neighbouring buildings to create a continuous streetwall and provide interest and comfort at ground level for pedestrians (6.5.1).
- Corner buildings will provide a distinct architectural appearance with a high level of detailing that continues around the corner, with articulated façades oriented towards both streets (6.5.2).
- Where appropriate, a building's first storey shall be taller in height to accommodate a range of non-residential uses. This will apply only to mixed-use built form at the Street 'A' gateway (6.5.4).
- Continuous streetwalls of identical building height, detailing and massing will be discouraged (6.5.5).
- Higher density residential and retail / mixed-use development will be designed to be universally accessible and incorporate barrier-free design (6.5.6).
- Where rooftop mechanical equipment is provided, it will be screened with architectural features (6.5.7)

6.6 Urban Squares

- Public urban squares have been provided within the development proposal and will be dedicated to the Town (6.6.1 to 6.6.3).

6.7 Public Art

- Public art may be considered in publicly-accessible areas, such as parks, for the purposes of bolstering the community's character and identity (6.7.1 & 6.7.2).

6.8 Access and Circulation

- Higher density residential and retail / mixed use sites will be designed to establish on-site circulation routes and promote ease of access and comfort for pedestrians (6.8.1 & 6.8.2).

6.9 Landscaping

- Landscaping within the proposed development will be designed to:
 - enhance the visual appeal of development (6.9.1a);
 - promote a human scale and create an attractive environment for pedestrian movement (6.9.1b);
 - frame desired views or focal objects (6.9.1c);
 - define and demarcate various functions within a development (6.9.1d);
 - provide seasonal variation in form, colour, and texture (6.9.1e).
- Landscaping will be designed to enhance natural areas and open space features (6.9.4).

6.10 Parking

- Where surface parking lots are proposed they will be designed to promote safe and attractive pedestrian environments (6.10.1).
- Surface parking lots will be:
 - located in the rear or side yard or in areas that can be appropriately screened so as not to dominate the streetscape, while allowing sufficient visibility to achieve safety and functionality (6.10.2a);

- connected to the on-site pedestrian network and streetscape through landscaped pedestrian links (6.10.2b);
- designed with landscaped islands that clearly define the vehicular circulation route(s), and provide shade and wind break, as well as visual relief from hard surfaces (6.10.2c)

6.11 Service, Loading and Storage Areas

- Where applicable, service, loading and storage areas will be located away from the public realm and designed to minimize negative impacts on the surrounding environment (6.11.1 to 6.11.5).

6.12 Signage and Lighting

- Signage and lighting of buildings and sites shall be provided at levels sufficient for building identification and safety. This will be tailored to the size, type and character of the proposed development (6.12.1, 6.12.3 & 6.12.7).
- Site and building lighting shall be mitigated at source to minimize impact on adjacent properties and/or public roads. Outdoor lighting fixtures that reduce energy consumption and direct light away from the night sky will be encouraged (6.12.4).
- Adequate pedestrian-scaled lighting will be provided throughout the proposed development (6.12.5).

- Ensuring 'compatibility and integration' with the existing and planned local context.
- Enhancing 'connectivity' within the neighbourhood by provision of sidewalks, utilizing the hydro corridor as a key structural urban design element links the park to the rest of the community, and ensuring pedestrian-oriented active facades and landscape initiatives that will relate well with the public streets.
- Providing a 'sustainable' and energy efficient urban form constructed of high quality and durable materials.
- Respecting the 'legacy' of Oakville's historic built heritage by utilizing heritage-inspired facade treatments.
- Encouraging 'creativity and innovation' through the use of high quality built form that appropriately responds to its local surroundings to create an attractive and pedestrian-focused place.

1.3.3 LIVABLE BY DESIGN MANUAL

The Livable by Design Manual is an amendment to the Livable Oakville Plan that provides comprehensive and detailed design direction for new developments to ensure designed and built elements are integrated with their surroundings and result in projects that not only function, but are aesthetically pleasing, support community vitality, and improve the overall livability of Oakville. Although this document is presently under appeal to the Ontario Municipal Board, it has been reviewed and its principles applied in the design of the subject development proposal.

The development proposal complies with the guiding design principles by:

- Creating a 'sense of identity' through provision of a strong architectural built form interface with Bronte Road, creation of a mixed-use main street node, provision of a wide variety of building types and architectural expressions.



SECTION 2

2.1 CONCEPTUAL DESIGN PRINCIPLES, CONCEPT PLAN AND TREATMENT OF PUBLIC REALM

2.1.1 LAND USES

The proposed development will be characterized by a mix of land uses that will define the character and function of this neighbourhood, including:

- **Low Density Residential** - Single detached dwellings on lots ranging from 10.4m to 18.3m+, including an enclave of condominium single detached dwellings.
- **Medium Density Residential** - Single detached, street townhouse and back-to-back townhouse dwellings.
- **Main Street 1** - Retail / mixed use buildings (min. 2 storeys / max. 4 storeys) with retail commercial uses on the ground floor and office or residential uses above.
- **Natural Area** - Additional lands and buffers that will form part of the Natural Heritage System associated with the Fourteen Mile Creek valleylands.
- **Enhancement Area** - Small portion of tableland located adjacent to the valley lands will be added to the NHS.

- **Parks** - Strategically located to provide passive and active amenities.
- **Storm Water Management** - To control storm water quality and quantity before returning to the natural watercourse.



2.1.2 ROAD HIERARCHY

Arterial Roads:

- The overall framework for the community is defined by the adjacent existing arterial roads - Bronte Road to the west and Upper Middle Road to the north.
- The Bronte Green neighbourhood will be well serviced by transit corridors along Bronte Road and Upper Middle Road.

Collector Roads:

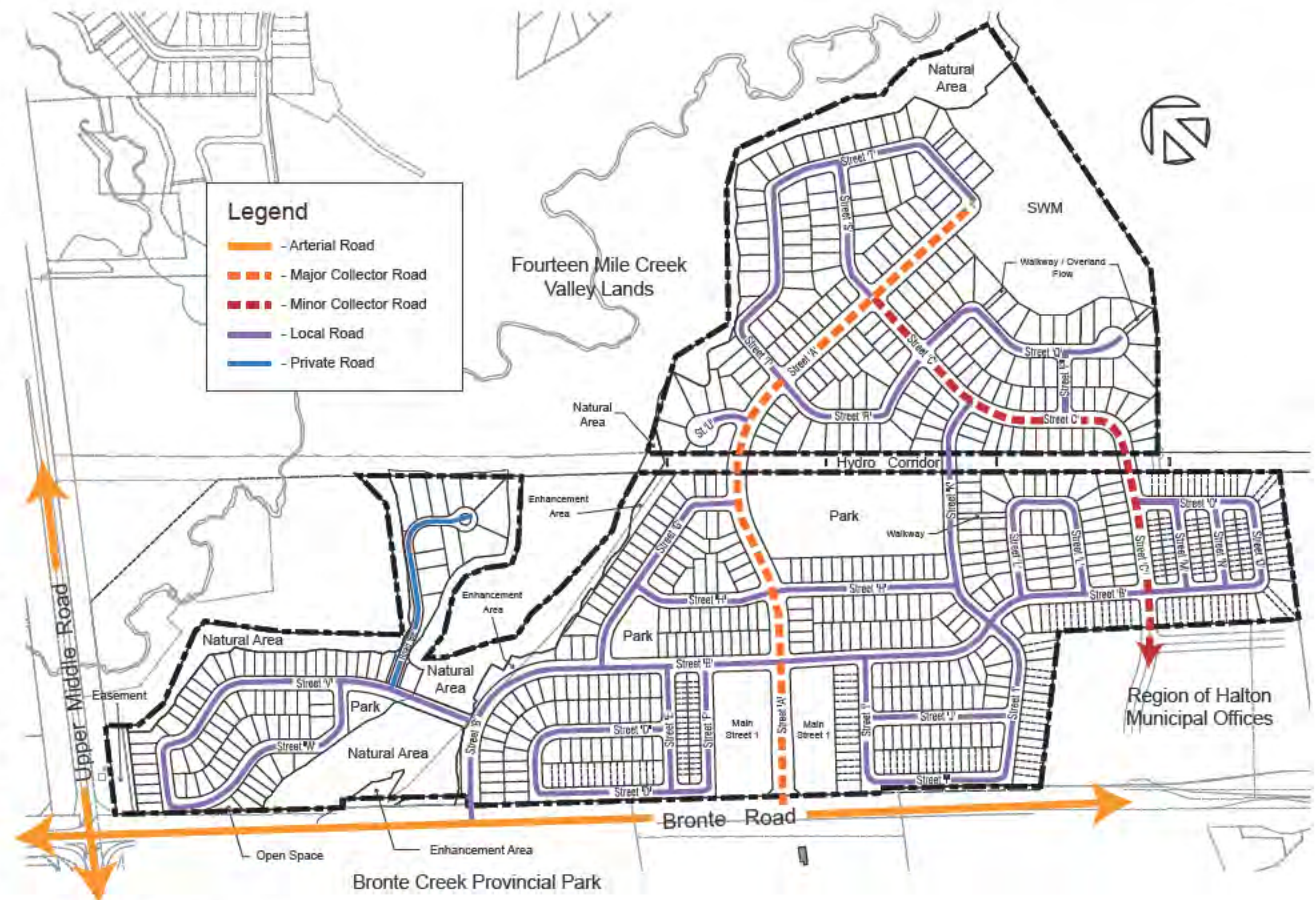
- Street 'A' will serve as the major collector road and will have a minimum 22m R.O.W. width. A portion of Street 'A' near the intersection with Bronte Road will have a 25.0m R.O.W. to accommodate a dedicated outbound left turn lane.
- Street 'C' will serve as a minor collector road with a 19m R.O.W.
- The collector roads are intended to provide future transit service.
- Sidewalks will be provided on both sides of the collector roads.

Local Roads:

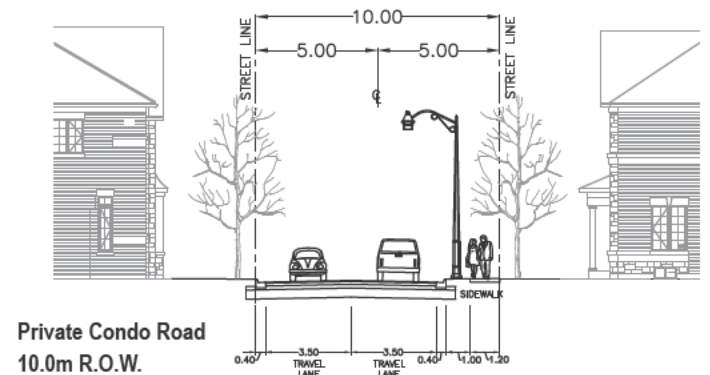
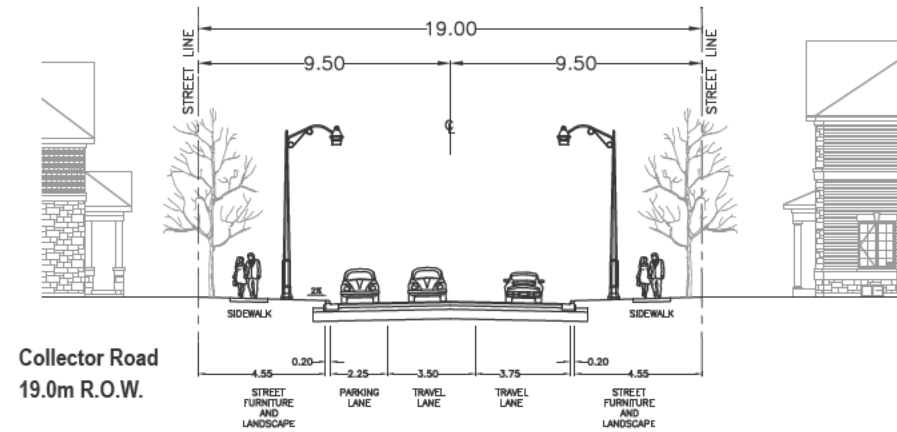
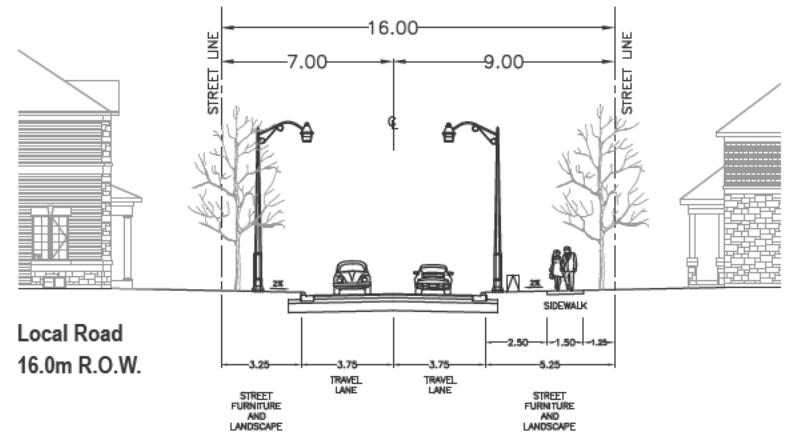
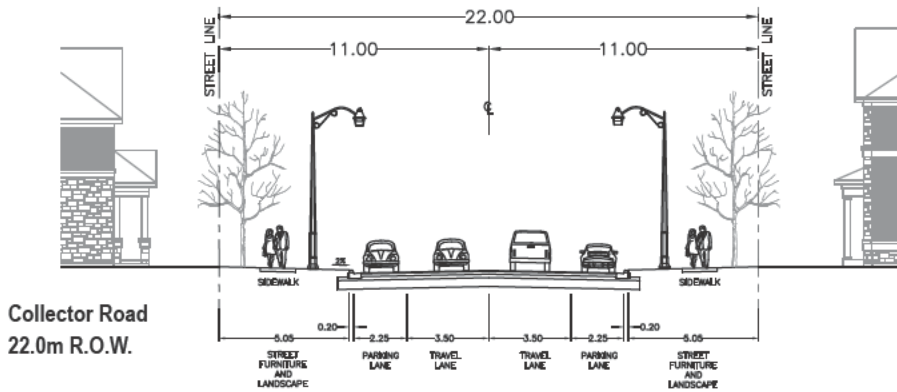
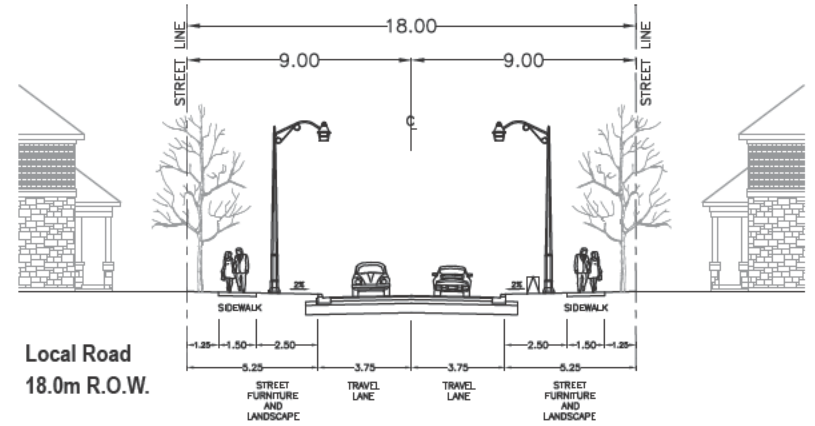
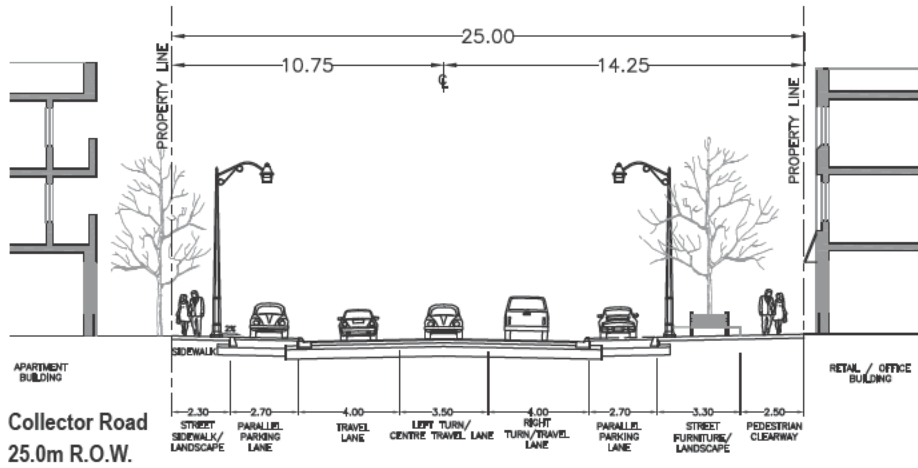
- Local roads will have a minimum 16.0m R.O.W. width.
- A portion of Street 'B' (between Street 'A' and Street 'V') will have an 18.0m R.O.W. with a further widening to 21.5m at Bronte Road to accommodate an additional turn lane.
- Local roads create a modified grid network of short street blocks that define the development parcels and provide pedestrian and vehicular linkages throughout the proposed development area.
- Sidewalks will be provided on both sides of the 18.0m local roads and on one side of the 16.0m local roads.

Private Roads:

- A private road with a 10.0m R.O.W. will provide access to an enclave of single detached dwellings near the northern portion of the neighbourhood.
- A sidewalk on one side of the road will be provided.
- Utilities will be provided within an easement behind the curb.



Road Hierarchy Plan



ROAD CROSS SECTIONS

2.1.3 NATURAL HERITAGE SYSTEM

The proposed Natural Heritage System within the subject lands will form part of the Fourteen Mile Creek valleylands to buffer this important public resource and ensure an ecologically diverse, healthy and sustainable Natural Heritage System in an urbanized setting. The primary objective is to preserve the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, connected natural areas and features, community diversity, water management, etc., that will be balanced and implementable.

The proposed land use fabric, including streets, residential areas, open space features and buffer elements, evolve from the prominent Natural Heritage System lands and will provide important vista opportunities within walking distance of all dwellings within this neighbourhood. As well, the street grid pattern will allow convenient and logical access to the proposed trail system integrated into these features.

2.1.4 VIEWS AND VIEWSHEDS

Opportunities to provide strategic views and viewsheds towards the existing Natural Heritage System and open space features within the Bronte Green neighbourhood shall be integrated into the proposed street and block framework. These views and viewshed opportunities are primarily provided through the location of street frontage immediately adjacent to these open space features and facilities.



Natural Heritage System, Parks, Open Space / Buffers and Storm Water Management

2.1.5 STORMWATER MANAGEMENT PONDS

In addition to their primary water quality and control functions, stormwater management (SWM) ponds may be designed to maintain the environmental and ecological integrity of the adjacent NHS and to provide a net benefit to the environmental health of the development area, to the extent practical.

A SWM pond facility is located within the south-east limit of the study area. It has been situated in relation to existing drainage patterns of the site and, given its proximity to the existing NHS features, will augment the extent of the natural areas and provide viewshed opportunities to and through the NHS. This facility shall be designed to appropriately fit within the context of the neighbourhood.

DESIGN GUIDELINES:

- Naturalized planting throughout to consist of whips, multi-stem shrubs, ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition, with an emphasis on native species, in accordance with Conservation Halton standards.
- The integration of potential pedestrian paths within the SWM pond blocks, with connections to the proposed NHS trail network, should be considered.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Provide information signage within areas of high visibility to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- The design of the SWM pond shall require approval from the Town of Oakville, Conservation Halton and the Ministry of the Environment.



Conceptual images of Stormwater Management Pond

2.1.6 PEDESTRIAN NETWORK AND TRAILS

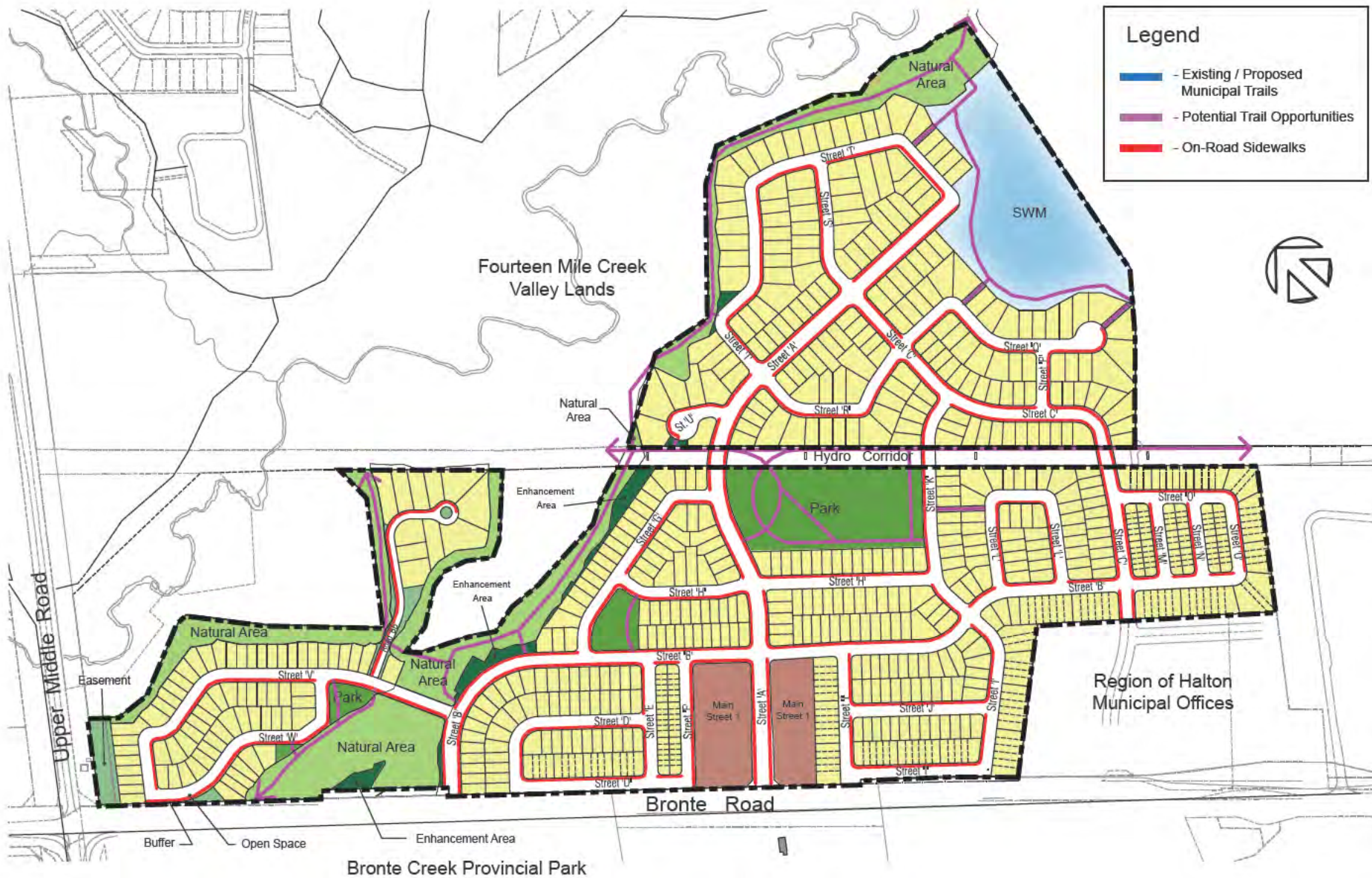
A new recreational trail network is proposed to provide connections throughout Bronte Green for pedestrians and cyclists. It will also connect to planned or existing pathways throughout the broader community as a comprehensive pedestrian linkage network. The pedestrian system consists of trails within the parks, storm water management blocks, the Hydro Corridor and NHS buffer blocks of the Fourteen Mile Creek open space system as well as sidewalks within the public streets.

DESIGN GUIDELINES:

- All trails and walkways shall be designed to Town of Oakville standards.
- The material composition of the trail should be appropriate to the surrounding natural features and anticipate type and frequency of use.
- Trails may vary in size to allow two-way cycling, based on Town standards.
- Trail lighting requirements shall be determined on a site-by-site basis and take into consideration night-time use, disturbance of natural areas, impacts on adjacent land uses, maintenance requirements, etc.
- Pedestrian trails shall be integrated into the NHS corridor buffer design, connecting with the SWM pond trail and adjacent street sidewalks to encompass the pedestrian and cycling network for the community.
- All trails shall be appropriately set back from adjacent residential rear lot lines.
- Trail design elements may include trailhead markers, seating areas and information signage.
- Trails located within natural features should be linked with other pathway classifications, such as signed bike routes, in order to establish a more comprehensive, interconnected system.
- Where sidewalks and trail networks cross collector roads, proper crossing signage and safety treatments are to be in accordance with the Town standards.



The proposed trail system shall be sited and designed to mitigate impacts on the NHS



Pedestrian Circulation and Trails Plan

2.1.7 NEIGHBOURHOOD CHARACTER AREAS

Character Areas will serve to foster a unique 'sense of place' for various components of the neighbourhood by promoting identifiable landmarks, streetscapes and built form that will assist in defining the overall identity of Bronte Green as an attractive, diverse and compact neighbourhood. Buildings and landscape treatments within and surrounding these important locations will have heightened public visibility, providing opportunities to express a high quality neighbourhood character. As an extension of the structuring elements and the NHS that define the physical layout

of the proposed development, Character Areas will help to establish a unique identity for Bronte Green, with respect to built form, streetscape and open space design. Accentuating an architectural character that complements the surrounding landscape treatment and creates a distinct streetscape or landmark should be explored during the building design / architectural control review processes.



Neighbourhood Character Areas

2.1.8 PARKS

2.1.8.1 NEIGHBOURHOOD PARK

A centrally located Neighbourhood Park (2.06ha) will be the primary open space and focal point for the surrounding neighbourhood. It will be characterized by a mix of open green spaces for passive and active play. Potential features may include junior and senior play structures, multi-use trails, multi-purpose play courts (tennis and basketball), splash-pad, shade structure and seating, formal entries and seating, unprogrammed open space and structured sports field (mini soccer field).

DESIGN GUIDELINES:

- The park shall have a high degree of public visibility by maximizing its exposure to the street.
- Predominantly soft landscaped shall be utilized allowing for a variety of active and passive use opportunities.
- The park shall provide a centralized green space that will serve as a key recreational and gathering space for neighbourhood residents.
- Entry points to the park shall be strategically located to ensure convenient access and should be consistent with neighbourhood themes (i.e. surrounding architectural styles and gateways).
- The location of the existing hydro corridor immediately adjacent to the park will allow for trail connections.
- The shade structure, playground and splash pad should be designed as major focal elements for the park.
- A unique character or play experience should be established through park themeing and a multitude of play equipment types.
- Lighting shall be provided for facilities and pathways, as required.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting shall largely reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- On-street parking for adjacent roads should be situated on the park side to allow for safe and convenient access to the park.



Neighbourhood Park (conceptual facility fit plan)



Conceptual Neighbourhood Park images

2.1.8.2 VILLAGE SQUARES

The two proposed Village Squares (Village Square 'A' - 0.15ha / Village Square 'B' - 0.31ha) will serve as focal and gathering spaces for the surrounding area. The irregular shaped park (Village Square 'A') will primarily serve the northern residential condominium enclave while the park at the intersection of Street 'B' and Street 'G' (Village Square 'B') will provide central focus for the local area.

DESIGN GUIDELINES:

- The village square shall have a high degree of public visibility by maximizing its exposure to the street.
- Predominantly soft landscaped shall be utilized allowing for a variety of active and passive use opportunities.
- A central green space shall be incorporated that will serve as key recreational and gathering spaces for neighbourhood residents.
- Pedestrian entry points shall be designed as upgraded corner feature areas with consideration for enhanced paving, decorative walls, seating and ornamental planting.
- Provide pathways that reflect and direct park use and desire lines.
- Lighting shall be provided for facilities and pathways, as required.
- The design of hard and soft landscape elements and features should be consistent with neighbourhood themes (surrounding dwellings and other open space components).
- Playground facilities should be designed as major focal elements for the park and should include structures appropriate to both junior and senior play.
- Integrate a shade structure, preferably adjacent to the playground facility, to provide user comfort and serve as a focal element.
- Provide reasonably level and functional open play areas for passive recreation use.
- Planting (trees, shrubs, grasses, perennials) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Tree planting shall largely reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- The private and public realm between adjacent dwellings and the park should be clearly delineated with planting and fencing.
- On-street parking for adjacent roads should be situated on the park side to allow for safe and convenient access to the park.



Conceptual Village Square image

2.1.9 NEIGHBOURHOOD NODE

A central neighbourhood node has been provided at the intersection of Bronte Road and Street 'A' in an area that provides the main access into the community. This node is a key component to achieving a unique 'sense of place' by providing a small scale pedestrian-oriented area with intensified built form and identifiable focus. This area will comprise a higher density residential site on the north side of Street 'A' and a main street commercial site on the south side of Street 'A'. Given the prominence of this area within the overall urban community, built form and landscape design initiatives shall reflect a well-conceived, high quality streetscape.

The design of successful and attractive mixed-use nodes hold in common several characteristics, including:

1. buildings in close proximity to the street edge;
2. building design appropriate to the function and location of the building within the community;
3. large shop-front display windows for mixed-use buildings;
4. building entrances that are directly accessible from the street;
5. parking areas appropriately located and screened to ensure they do not dominate the view from the street.
6. a pedestrian supportive building scale;
7. signage that is incorporated into the building and/or landscape design and facing the street.

DESIGN GUIDELINES:

- Higher Density Residential development with ground floor retail commercial should result in mid-rise built form to accommodate a 4 storey apartment building.
- Main Street Commercial development should result in minimum 2-storey to maximum 4 storey built form with retail commercial uses on the ground floor with office or residential uses above.
- Provisions of strategically placed lay-by street parking on Street 'A', where feasible, to allow for convenient access to retail and service ame-



nities, as well as reduce the perceived scale and speed of the street. For the Main Street 1 sites, on-site parking will be located either in a surface lot behind the building or underground.

- Upgraded streetscape treatments, such as street trees, site furniture and signage, are recommended to distinguish the character of the neighbourhood node, create a

comfortable pedestrian experience and reflect the higher density, urban context.

- Building designs should be visually attractive with articulated facades, ample fenestration and interesting roof lines appropriate to their landmark status within the neighbourhood.
- Built form shall have a strong orientation to the Bronte Road / Street 'A' street corner with the architecture serving as a primary gateway element at the intersection in conjunction with landscape elements.
- Built form should have minimal setbacks from the Street 'A' property line to animate the street edge. Prominent building massing and architectural treatment should be provided at the street edge to create street animation and enable access to establishments from adjacent sidewalks.
- Building entrances should be grade related, face Street 'A' and be designed as the principal character element for the architectural treatment.
- Weather protection for buildings along the street edge may be considered in the form of canopies, awnings or arcades to promote comfortable pedestrian connections.
- Adjacent transit stops on Bronte Road should be coordinated with both landscape and built form features to ensure compatible uses are safe, provide weather protection and do not result in prolonged maintenance challenges.
- Landscape design should use a variety of colours, textures and plant species that will work together to create consistent and visually appealing outdoor spaces. Landscape design shall be based upon approved

Town of Oakville planting species standards and reviewed upon site plan approval.

- Loading, service areas and utility functions shall be located to the rear of the building, substantially screened from the adjacent street and sidewalk areas.
- Rooftop mechanical equipment shall be screened from ground level views by integrating into the roof form or provision of a parapet.
- The design of signage shall be visually and thematically consistent with the building design and coordinated throughout the site.
- Lighting shall be designed and located to ensure safe pedestrian and vehicular movement. A themed approach to site lighting should be implemented.
- Parking lot light standards, where applicable, should have cut-offs to ensure there is no light directed onto adjacent residential lands.



Conceptual images of Neighbourhood Node

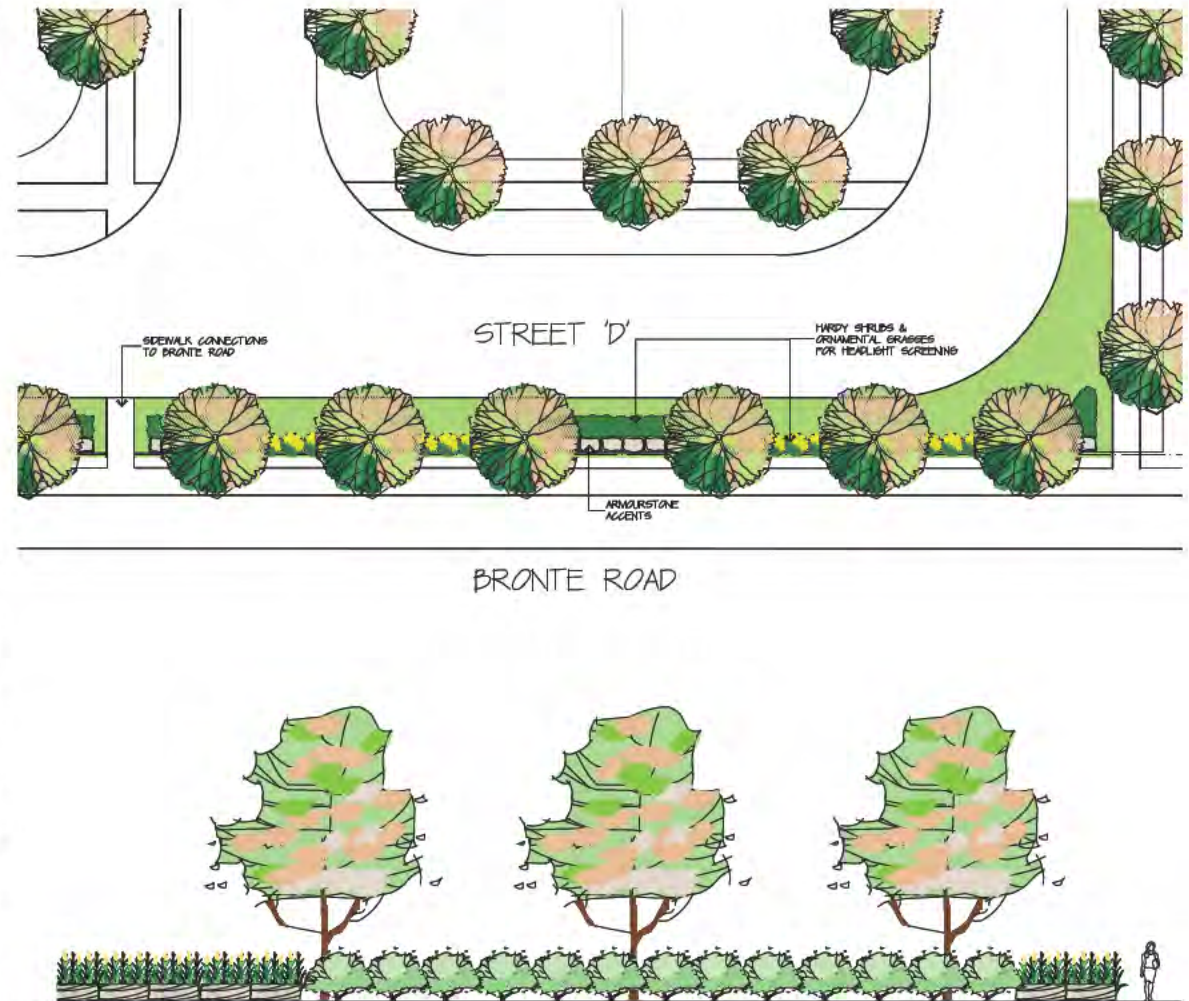
2.1.10 GATEWAYS AND COMMUNITY EDGES

Gateway locations are found at the main entry points to the study area from Bronte Road. The primary gateway will occur at the Bronte Road / Street 'A' intersection; building massing, height and orientation, in combination with landscape treatments, will provide focus at this gateway location. Through an enhanced design and material palette, gateways are an effective tool in creating discernible sense of entry into the neighbourhood, providing opportunities to reflect the character of Bronte Green and establish a sense of place.

Community edges will occur along Bronte Road. Reverse frontage housing will be avoided. Instead, the use of Window Streets provides attractive views to the front of homes from Bronte Road. Buildings that flank onto Bronte Road will require architectural enhancements to publicly exposed facades.

DESIGN GUIDELINES:

- Entrance features, such as ornamental walls and signs, shall not be permitted. Instead, the combination of enhanced built form and landscaping will be utilized at gateway locations.
- Gateways shall reinforce the character of the neighbourhood through a complementary material palette that picks up on the prevailing architectural style and materials.
- Only robust, durable materials and design shall be considered, with minimal long term maintenance requirements.
- Gateways shall provide for safe, attractive and logical pedestrian entry into the community.
- All above-ground utility boxes should be sited away from the gateway area when possible.
- Landscape treatment may consider a combination of various elements, including decorative paving, plantings, grass, signage and lighting.
- Plantings should consist of a limited variety of tree, shrub, grass and perennial species to minimize maintenance requirements.



Window Street Concept Plan along Bronte Road

2.1.11 STREETScape DESIGN

Streetscape design and treatment of built form shall become the primary elements in communicating the character of the Bronte Green neighbourhood.

DESIGN GUIDELINES:

- Proposed streetscape treatment shall be appropriate to the street designation as established through the proposed street hierarchy.
- Street trees shall be appropriately spaced to create an effective canopy and strong streetscape presence.
- Street tree species shall adhere to approved Town of Oakville specifications.
- Appropriate boulevard widths between sidewalk and curb shall be integrated into the right-of-way to promote healthy growing conditions.
- Street light poles and luminaires shall reflect approved Town standards.
- Streetscape design along local streets and portions of collector roads will typically comprise a single row of trees in grass boulevards between sidewalk and curb.
- Streetscape design within or adjacent to the central node may incorporate typically urban features to facilitate higher pedestrian traffic, retail/service functions and on-street parking. These features may include tree pit covers, street furniture, distinctive light standards, hanging flower baskets, banners, lay-by or on-street parking, enhanced crosswalk treatment, etc.
- All planting shall be in accordance with the Town standards.



Conceptual Streetscape Image

2.2 PROPOSED BUILT FORM

2.2.1 BUILT FORM TYPES

A variety of housing choices will be provided to create a diverse, yet cohesive, neighbourhood for residents of different incomes, household compositions and lifestyles. Additionally, the main street mixed-use area will provide non-residential built form and offer retail / office functions to contribute to the livability and character of the neighbourhood. The various architectural forms within the development should provide for a harmonious mix of attractive architecture which may incorporate both traditional/ heritage and modern influences to reflect an urban village character envisioned for the community. It is important that the architectural form and in turn, it's architectural style is designed to be complementary to the design of the public realm. Building elevations exposed to public view will be evaluated through an architectural control process to ensure attractive, harmonious streetscapes are realized.

Outlined on the following pages are design objectives for the various built form types that may be constructed within Bronte Green, including:

- Single Detached (Freehold and Condominium)
- Street Townhouses
- Back-to-Back Townhouses
- Apartment Building(s)
- Main Street Commercial Building(s)



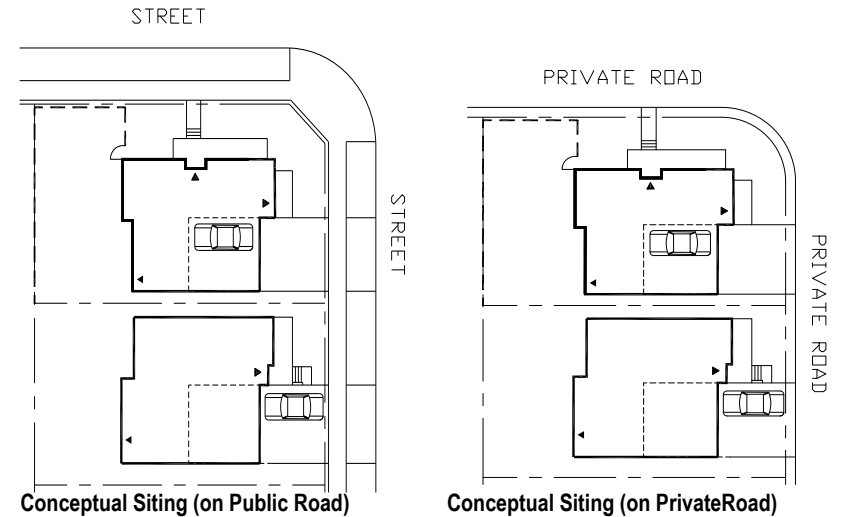
Built Form Distribution Plan

2.2.1.1 SINGLE DETACHED DWELLINGS

Single detached dwellings will occur throughout the community on a variety of lot frontages ranging from 10.4m to 20m+ and will comprise the majority of building types within Bronte Green. This includes a private condominium enclave at the northern portion of the neighbourhood.

DESIGN GUIDELINES:

- Single detached dwellings should be designed to individually and collectively contribute to the character of the various neighbourhoods within the community.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Dwellings should have appropriate façade detailing, materials and colours consistent with its architectural style.
- A variety of bungalow, two storey and three storey building massing will be permitted.
- It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing relationships are achieved.
- For corner units, both street facing elevations should be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- Attached street-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape. Lots 10.4m-17.9m may have double-car garages accessed from the street. Three-car garages are permitted on lot frontages of 18.0m+.



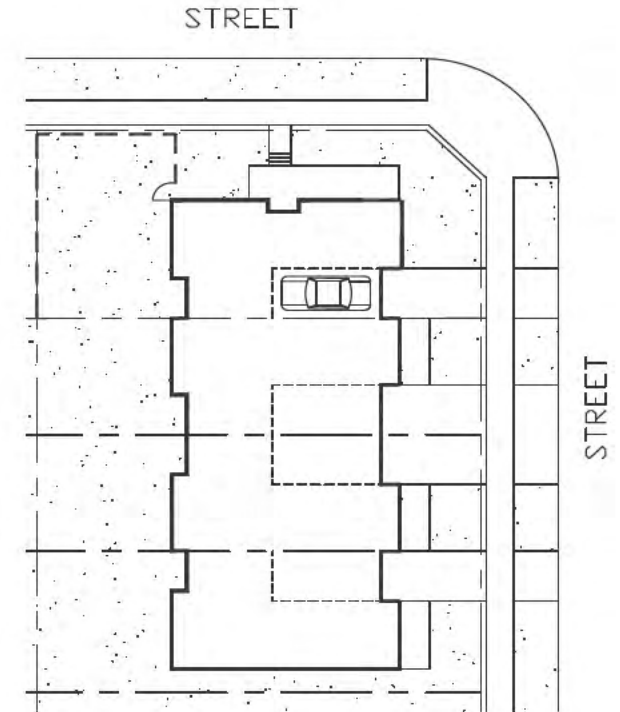
Conceptual Images of Single Detached Dwellings

2.2.1.2 STREET TOWNHOUSES

Street townhouse dwellings, with unit widths ranging from 7.5m to 8.1m, are located in areas of the plan where a more active streetscape is desired and a transition to more intensive neighbouring uses is necessary. This type of housing will add built form diversity to the community.

DESIGN GUIDELINES:

- Townhouse blocks should have varying lengths and may be comprised of 3 to 7 units.
- The overall townhouse block composition should display massing and design continuity.
- Sufficient wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays, gables and porches where appropriate.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Townhouse dwellings should typically have two or three storey massing. Bungalow or bungalow forms are also permitted where wider unit sizes have been provided.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Townhouse dwellings will generally have single-car attached garages accessed from the street. Consideration may be given to wider garages where it can be demonstrated that the streetscape is not negatively impacted.
- Garages / driveways for townhouse dwellings may have a combination of paired and unpaired driveways, wherever feasible.



Conceptual Siting of Townhouses



Conceptual Images of Townhouses

2.2.1.3 BACK-TO-BACK TOWNHOUSES

Back-to-Back Townhousing may occur in medium density areas within the community and will typically provide for a 3 storey housing form with front facing garages accessed from a public road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage or on the rooftop. This is another increasingly popular building type that provides a low-rise, compact built form yielding relatively high densities.

DESIGN GUIDELINES:

- Private outdoor amenity space is typically provided in the form of a balcony or on the rooftop. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted to allow for rooftop terraces.
- Garages should not project beyond the front wall or porch face of the dwelling.
- Utility meters and air conditioning units should be screened or discreetly located away from public view.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.

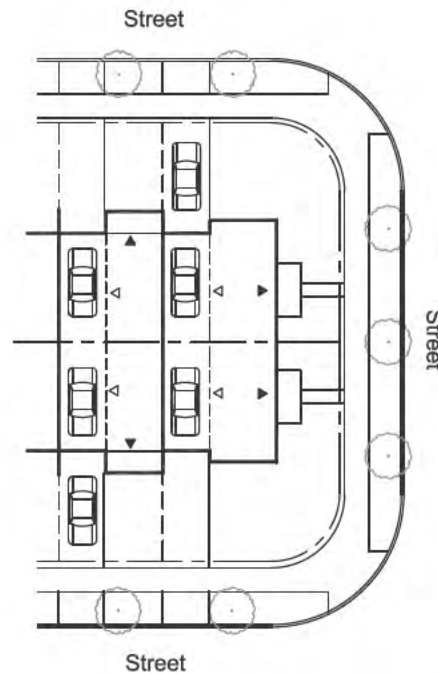
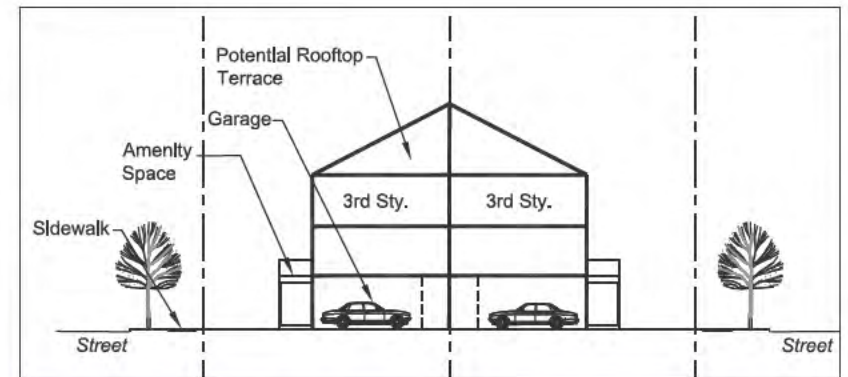


Image of Back-to-Back Townhouses (Corner Units)



Image of Back-to-Back Townhouses (Interior Units)



Conceptual Plan View and Cross-Section of Back-to-Back Townhouses

2.2.1.4 APARTMENT BUILDINGS

Apartment Buildings are appropriate in establishing an active urban character through emphasized building height and massing where intensity of use is desirable.

DESIGN GUIDELINES:

- A maximum building height of 4 storeys is anticipated based upon density targets. Final height and number of units will be subject to review and approval by the Town of Oakville. Determination of building height should minimize impact upon surrounding developments.
- Ground level floor heights should be taller than upper floor heights to create a strong street presence and to accommodate ground floor retail uses.
- Building set-backs should be minimized to maintain a strong relationship with the street while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities. Where building sites are adjacent to ground-related residential uses increased setbacks or building stepbacks, in consideration of an appropriate interface, should be employed to promote a cohesive visual transition.
- Buildings should be designed to emphasize a base, middle and upper portion to visually break down the height of the building and reinforce a pedestrian scale.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation (where applicable).
- Building façades should provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing to create a consistent and attractive building façade that reinforces a human scale environment at street level. All façades exposed to public view should be highly articulated and detailed. Variety of building designs should be provided.
- Building projections, including bay features, cornices, canopies, patios, porches, and porticos are encouraged.
- Corner buildings should be sited close to the intersection and provide façades which appropriately address both street frontages in a consistent manner.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views. Rooftop mechanical equipment should be screened from ground level view by integration into the roof form or provision of a parapet.



Upper Portion emphasized through roof form and cornice

Middle Portion reflects the character of the community

Base Portion reinforces a pedestrian scale and may include retail / office space

Conceptual image of Apartment Building characteristics

2.2.1.5 MAIN STREET COMMERCIAL BUILDINGS

The Main Street Commercial development should be designed to create a comfortable and attractive pedestrian-scale shopping / employment environment.

DESIGN GUIDELINES:

- Buildings should establish a positive connection to the street through use of minimum building set-backs, accessibility to businesses from adjacent sidewalks and curb-side parking in order to create a 'main street / village' scale character.
- On-site parking areas should be located to the rear of the building(s) to maintain a strong built edge along the surrounding streets.
- At this gateway location (Street 'A' and Bronte Road), prominent architectural design elements should be used to reinforce the building's landmark status in the streetscape.

- Building massing should be a minimum of 2 storeys, containing retail commercial uses on the ground level and office or residential uses above.
- Building facades should be designed to create a positive and cohesive pedestrian-scale streetscape appearance. This may be achieved through the use of well-articulated façades, large shop windows, a strong roof line and architectural detailing such as differing building materials, canopies/awnings, window treatment and size, and colour.
- Large sidewalks should be provided in front of the buildings to create a comfortable pedestrian environment. Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience; sodded boulevards in this area should be avoided.
- Main commercial entrances should be grade-related, face the street, accessible from the sidewalk adjacent to the street and given design emphasis. Barrier-free access should be provided.
- Signage for retail stores presents an opportunity to enhance the pedestrian realm. A consistent and compatible approach to signage should be provided to establish a coordinated community image while respecting the business community's desire for corporate logos. High quality, face lit or directly lit signs which are integrated into the building design are encouraged. Plastic backlit signage and tall pylon signage should not be permitted.
- Streetlight standards in these areas should be designed to relate to a pedestrian-scale may include design elements that allow for hanging flower baskets and banners.
- Lighting should be directed downward and inward to avoid light spill-over onto adjacent properties.
- Provision of site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character.
- Loading, service and garbage areas should be integrated into



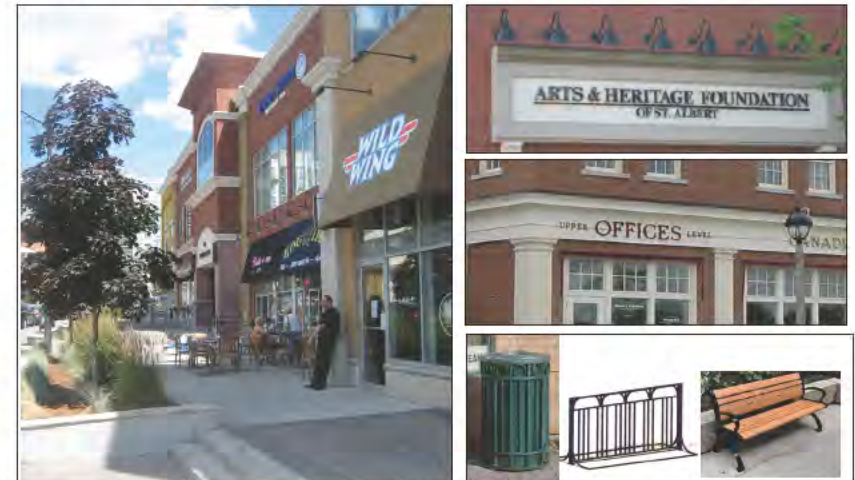
Corner buildings should reinforce their landmark status in the neighbourhood

the building design or located away from public view and screened to minimize negative impacts.

- Utility meters, transformers and HVAC equipment should be located away from public views. Rooftop mechanical equipment should be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes should run internally for all commercial buildings, where feasible.



Conceptual Image of Main Street Mixed Use Building



Signage, lighting and site furniture should support a high quality pedestrian-oriented character

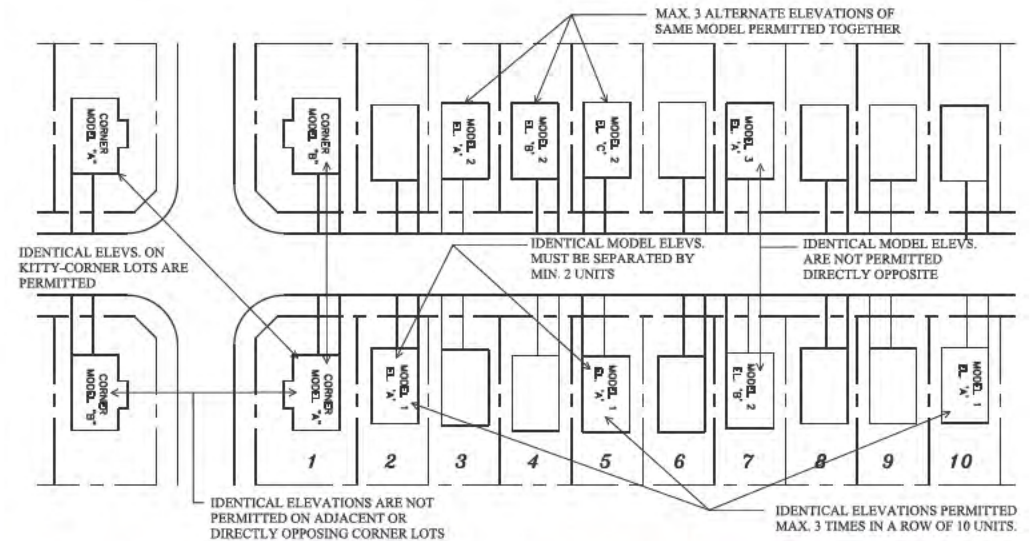
2.3 ARCHITECTURAL CONTROL GUIDELINES

The following Architectural Design Guidelines are intended to promote a high standard of built form design quality and character throughout the Bronte Green neighbourhood.

2.3.1 FACADE VARIETY WITHIN THE STREETScape

DESIGN GUIDELINES:

- Allow for a variety of architectural expressions and elevation treatment to avoid monotony within the streetscape.
- Each model should generally have a minimum of 2 distinctly different front elevation treatments. Popular models may require additional façade treatments. An exception to this will be made for custom models designed to only fit a specific lot.
- Siting identical elevations side by side or directly opposite is prohibited.
- Identical front elevations of a model should be separated by a minimum of 2 dwellings and cannot be sited greater than 3 times (30%) within any row of 10 dwellings. This requirement will not apply for townhomes or other denser building forms where facade variety will be evaluated on a building by building basis.
- A maximum of 3 alternative elevations of the same model may be sited adjacent one another.
- For corner lots, flanking elevations must be different from those flanking elevations on lots abutting or directly opposite. Identical kitty-corner elevations are permitted.
- Repetition of architectural design may be permitted in key areas (such as surrounding parks or within nodes) where it helps to strengthen neighbourhood character.



Model Repetition and Façade Variety Criteria (Single Detached Dwellings)



Streetscapes should exhibit variety of architectural expression

2.3.2 STREET AND BUILDING RELATIONSHIP

A well-defined street edge helps to reinforce the pedestrian-oriented goals of the community.

DESIGN GUIDELINES:

- All building setbacks will be in accordance with the zoning by-law for the development.
- The front façade of the dwelling should directly relate to the street.
- Front yard setbacks should generally be consistent to define the street edge and create a visually ordered streetscape.
- Siting buildings close to the minimum required front setback is recommended unless otherwise stated for any special areas within the community to provide a human scale to the street.
- Variations in main wall and porch articulation can also assist in providing visual variety among adjacent dwellings.
- Projections into the front yard, such as porches, entrance canopies, porticos, entrance steps and bay windows are encouraged for their beneficial impact on the streetscape.
- Street-facing garages should be subordinate to the habitable portion of the dwelling and sufficiently setback from the front property line to allow space for the parking of a vehicle on the driveway.
- For corner lots, both street frontages should be addressed in a similar and appropriate manner.
- All elevations of the building visible within the public realm should be well articulated and detailed. Design emphasis for buildings at focal locations will be required.



2.3.3 MASSING WITHIN THE STREETScape

DESIGN GUIDELINES:

- The scale, height and massing of new housing should relate to the adjacent street while retaining a comfortable pedestrian scale.
- Buildings adjacent or opposite one another should be compatible in massing and height. Extreme variation in massing should be avoided. For example:
- 3-storey dwellings should not be sited adjacent to bungalows.
- Where bungalows are sited amongst 2-storey dwellings they are encouraged to comprise groupings of at least 2 adjacent units (and vice versa). Consideration to single bungalows amongst 2-storey dwellings may be given where raised front façades and increased roof massing (i.e. side gabled) is employed to provide an acceptable visual transition between these house types.



Buildings should be sited to relate positively with the street and one another in order to ensure an attractive, cohesive streetscape appearance

2.3.4 ARCHITECTURAL STYLES AND CHARACTER

While it is not intended that these design guidelines impose a rigorous application of any specific architectural style, they are meant to assist with a suggested design direction for inspiration, design quality, compatibility and consistency to create an attractive character for Bronte Green that complements the existing built form character of the community.

DESIGN GUIDELINES:

- A blend of modern and traditional architectural styles are expected. Design inspiration taken from local vernacular or other heritage-inspired architecture is encouraged particularly in key areas of the community.
- Stylistic influences based upon traditional period rural Ontario architectural precedents are encouraged, where appropriate, to complement the historic character of Oakville.
- A range of architectural styles will be provided to characterize streets and neighbourhoods. Architectural themes will be developed in a coordinated manner in consultation with the Builder, the Design Architect and the Control Architect.
- The use of high quality, durable building materials, such as brick, stone, stucco and siding should be selected as the main cladding materials, to support the intended architectural character of the building.
- The design of each building should have distinguishing elements characteristic of a single identifiable architectural style. Mixing discordant architectural styles together within a single building should be avoided. Regardless of the architectural style of the building, however, it is important that a consistent level of design quality is achieved.
- Architecture should suit the building's use and location within the community and complement the landscape design of the public realm. Uninteresting generic architecture, devoid of character, will be discouraged.



A Variety of Architectural Styles Should be Provided to Create Harmonious and Interesting Streetscapes

2.3.5 ARCHITECTURAL DETAILING

DESIGN GUIDELINES:

- Each building should include architectural detailing characteristic to its style on all publicly exposed elevations. Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified.
- A high standard of architectural detailing is required, including:
 - Cornice / frieze board treatments;
 - Coach lamps for entrances and garages;
 - Decorative address plaques;
 - Large diameter porch columns;
 - Generous use of precast stone elements;
 - Decorative metal railings;
 - Good quality garage doors;
- Masonry detailing should be accentuated by projecting about 12mm from the wall face, where possible.
- A frieze board (or brick soldier course cornice) is required on all publicly exposed elevation returning a minimum of 1200mm along non-exposed elevations.
- Where masonry detailing (i.e. brick soldier course banding and/or stone sills) occurs on the front elevation of primarily masonry clad dwellings, it must return a minimum of 1200mm along the sidewall elevations.



Frieze board



Window surrounds



Lintel/headers



Gable post



Soldier coursing



Quoining

Examples of Architectural Detailing Which Help to Add Character To The Dwelling Design

2.3.6 MAIN ENTRANCES

DESIGN GUIDELINES:

- Main entries should be directly visible from the street and well lit.
- Main entrances should provide direct access to the street, sidewalk or driveway via a walkway.
- Weather protection at entries should be provided through the use of covered porches, porticos, overhangs or recesses.
- The front entry design and detail should be consistent with the architectural style of the dwelling.
- Elevated main front entrances and large concentrations of steps at the front should generally be avoided. Typically, a relationship of no more than approximately five risers to the porch is desirable to maintain a pedestrian scale. Site grade conditions may warrant additional risers.

2.3.7 PORCHES AND PORTICOS

DESIGN GUIDELINES:

- Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a linkage between the public and private realm.
- Porches and porticos should generally be located closer to the sidewalk / street than the garage. This diminishes the visual impact of the garage and creates a comfortable pedestrian environment.
- Porches and porticos may be unenclosed or enclosed.
- Wraparound porches are encouraged on corner lots, where appropriate to the



Dwelling with porch



Dwelling with portico



Large Front Porches are Encouraged

dwelling style.

- Porch dimensions should be adequate to comfortably accommodate seating. Porch depths should be no less than 1.5m. Deeper porches are encouraged and should be in proportion to the scale of the dwelling.
- Porch design and detailing should be consistent with the character of the house. An exposed beam/frieze is required at the top of the support columns on the underside of the soffit.
- Where more than 3 risers are required at the main entrance they should be designed to accept masonry veneering on the sides (poured-in-place or Parsons Brick Ledge-type)
- The width of stairs should be maximized to the extent feasible to match the porch opening width (i.e. between columns) or portico opening width.
- Railings, where required by O.B.C., should be integral to the design of the porch. They should attach to porch columns and not wrap around them.
- Colour of railings should be integrated with the dwelling's colour package.

2.3.8 WALL CLADDING

DESIGN GUIDELINES:

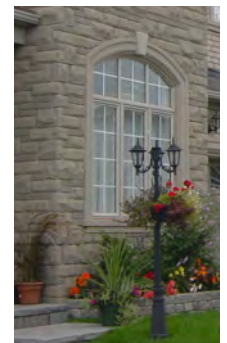
- The use of high quality wall cladding materials reflective of the architectural style of the building will be required to contribute to the built form character of Bronte Green.
- The following main wall cladding materials are suitable for the community:
 - Brick in a variety of earthtones and textures;
 - Stone should display heritage styles, colours and textures;
 - Stucco in natural tones with appropriate trim detailing such as detailed mouldings or half-timbering;
- The use of accent materials such as stone, stucco, precast, cement-fibre siding, vinyl siding, prefinished shakes/shingles or prefinished panelling is encouraged where consistent with the architectural style of the dwelling. Its use should be complementary to the primary cladding materials.
- Main wall cladding material should be consistent on all elevations of the dwelling; no false fronting is permitted (i.e. brick on front elevation with siding on rear elevations). Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design and the side and rear walls have brick. These features should return along the side walls a minimum of 1200mm from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- Material changes which help to articulate the transition between the base, middle and top of the building are appropriate. Where changes in materials occur they should happen at logical locations such as a change in plane, wall opening or downspout.



Brick



Stucco



Stone

Examples of main wall cladding materials

2.3.9 EXTERIOR MATERIALS & COLOURS

DESIGN GUIDELINES:

- A sufficient variety of exterior colour packages should be offered by the Builder to avoid monotony within the streetscape.
- Individual exterior colour packages should combine to create a visually harmonious streetscape appearance. In this respect, jarring colour contrasts will be discouraged.
- Adjacent and/or directly opposite dwellings should not have the same main wall cladding colour. Identical colour packages should not exceed 30% of a street block and should be separated by at least 2 dwelling units.
- The roof shingle colour should complement the colour of the primary wall cladding.
- The use of trim colours which are the same or directly similar to the dominant wall cladding colour is discouraged.
- All flashing is to be prefinished to match the roof or adjacent wall cladding colour.
- Refer to examples of "Sample Board" & "Colour Schedule" below. Builders should follow this format in the preparation of their proposed colour packages for submission to the Control Architect.

Typical Exterior Material and Colour Schedule



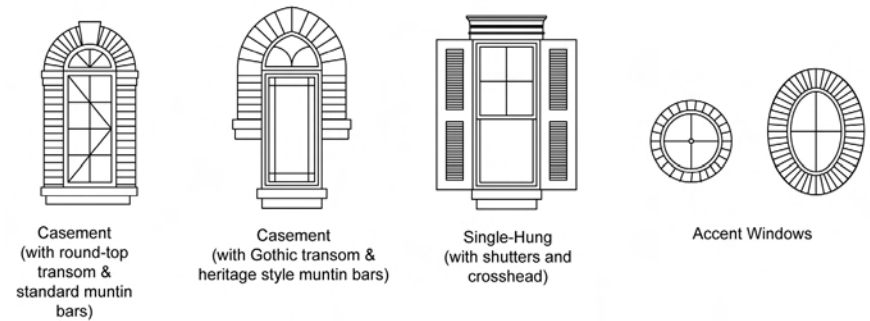
PROJECT NAME / BUILDER NAME				
Material Item	Manufacturer	Package #1	Package #2	Package #3
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				

Examples of colour sample board and colour schedule

2.3.10 WINDOWS

DESIGN GUIDELINES:

- Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling.
- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- The use of maintenance-free vinyl-clad windows is encouraged.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.

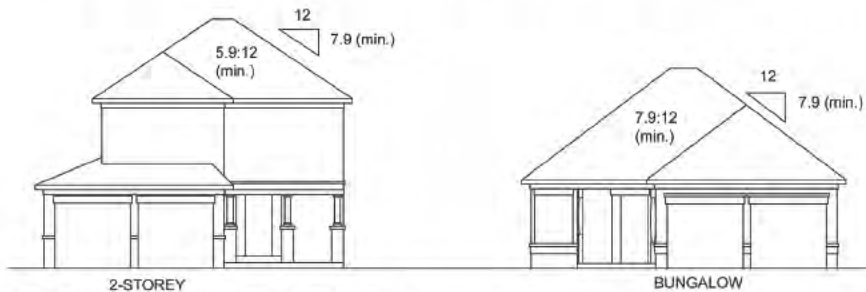


Examples of window style variety

2.3.11 ROOFS

DESIGN GUIDELINES:

- Roof form plays a significant role in the massing of the individual dwelling and in the overall built form character of the community.
- A variety of roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Flat main roofs are permitted for taller medium density buildings provided an appropriate parapet or cornice treatment is incorporated into the design.



Examples of minimum required roof pitch

- Lower density housing forms should have pitched roofs. The minimum main roof slopes should be 7.9:12 pitch (side slopes) / 5.9:12 (front to back slopes); Bungalows should have minimum 7.9:12 side slopes and front to back slopes. Bungalows should also incorporate gabled roof forms and/or roof dormers to assist in massing compatibility with 2-storey dwellings.
- Steeper pitches than the minimums stated are encouraged where appropriate to the architectural style of the dwelling to ensure roof form variety within the streetscape. Lower roof slopes may be considered where authentic to the dwelling style (i.e. Arts & Crafts, Prairie, Georgian).
- Roof overhangs should generally be 300mm.
- Where metal accent roofs are used (i.e. on bay features, porticos or turrets) they should be a heavy gauge, have a standing seam and be prefinished in a dark tone complementary to the main roof colour.
- All vent stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible. Roof vents should be prefinished to match the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.



Variety of roof forms, including use of gables and dormers, helps create visual interest

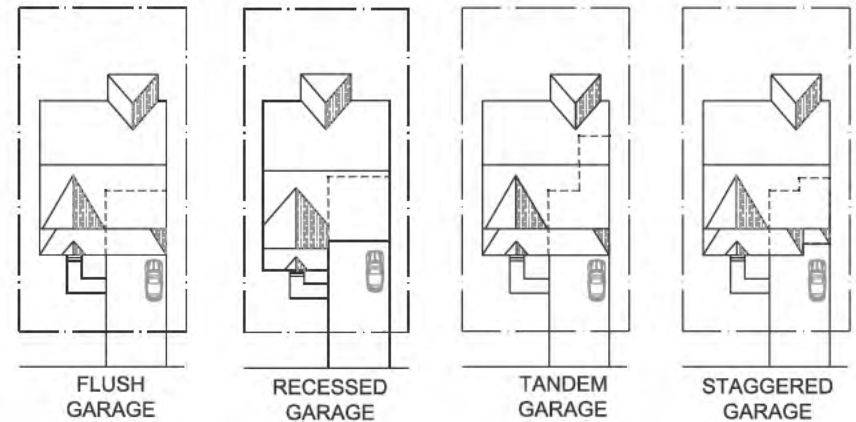
2.3.12 GARAGES AND DRIVEWAYS

DESIGN GUIDELINES:

- Attached garages should be integrated into the main massing of the dwelling with limitations to their projection into the front yard.
- Garages should be complementary in terms of character and quality to the principal dwelling. Minimizing the appearance of street-facing attached garages within the streetscape is a key requirement for all dwelling designs. Acceptable design options for attached street-facing garages include:
 - integrating the garage into the main massing of the house, flush with the porch;
 - integrating the garage into the main massing of the house, flush with the main wall;
 - locating the garage at the side of the house, recessed behind the main front wall face;
- Where 2 car garages are permitted the use of 2 single-bay (8' wide) garage doors separated by a masonry pier is preferred, where feasible. Notwithstanding this, the use of a single double-wide (16' wide) garage door is also permitted.
- Where triple-car garages are permitted, one bay of the triple-car garage should be staggered and located at least 0.6m behind the adjacent garage bay(s). Articulation of the garage wall face should occur in a variety of configurations.



Attached front-facing garage streetscape



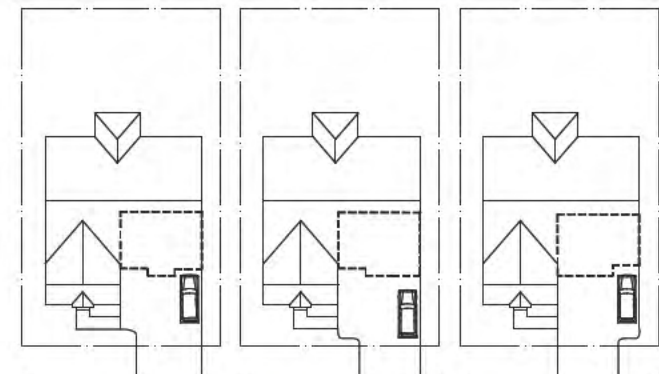
Design options for attached street-facing garages



Garage Flush With Porch

Garage Flush with Main Wall

Recessed Garage



Variety of wall articulation for 3-car garages

- Garage doors should be sectional, roll-up types with a variety of glazed top panels.
- The use of upgraded garage door styles should be considered in the design of the dwelling. A combination of garage door types should be provided within the streetscape.
- Garage doors must be of a high quality with a demonstrated durability suitable to our northern climate.
- A variety of lintel (header) treatments appropriate to the architectural style of the dwelling should be provided above the garage doors.
- Coach lamps should be provided to ensure ample light at entrances to the garage. Fixtures can be mounted either beside the garage door or above the garage door where space permits.

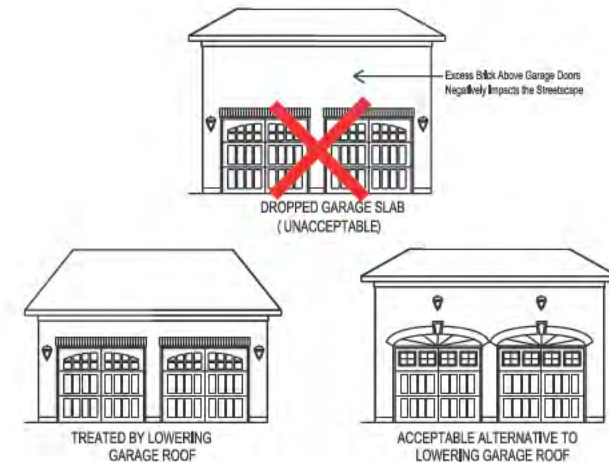


Images of upgraded garage door styles

2.3.12.1 CRITERIA FOR DROPPED GARAGE CONDITIONS

DESIGN GUIDELINES:

- Dropped garages conditions occur on rear-to-front sloping lots when additional risers at the front entry are required. This can create “top-heavy” street-facing garage massing by increasing the expanse between the top of the garage door opening and the underside of the soffit above and should be given an alternative design treatment to lessen its impact on the streetscape.
- Where the slab of the garage drops more than 600mm below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape.
- The preferred alternative design treatments for dropped garages include:
 - lowering the garage roof;
 - providing additional detailing or brick banding and soldier coursing above the garage doors;
 - adding a habitable scale window above the garage doors;
 - increasing the height of the garage door;
 - providing arched headers above the garage doors;
 - repositioning light fixtures above the garage doors.

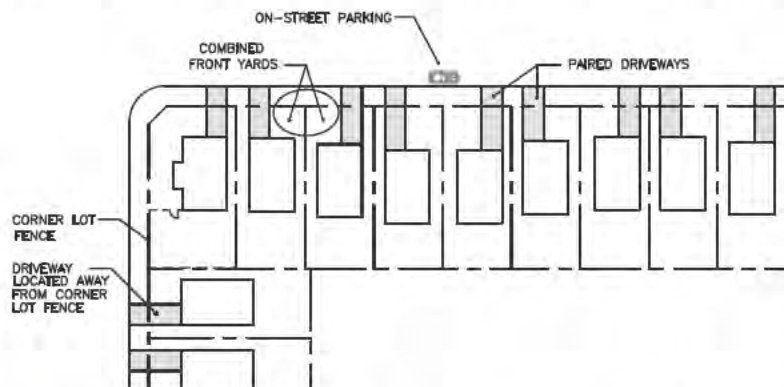


Example of dropped garage conditions / solutions

2.3.12.2 DRIVEWAYS

DESIGN GUIDELINES:

- Generally, the pairing of driveways is desirable in order to maximize the green space between garages (landscaped courtyard) and maximize on-street parking. However, under certain circumstances the use of unpaired driveways can assist in: placement of street furniture / servicing facilities; maximizing the number/spacing of street trees; lessening the impact of adverse grade conditions on the dwelling design; reducing the need for retaining walls.
- Driveway locations should be predetermined on the landscape and site servicing plans and approved by the Town.
- Driveway widths should not exceed the width of the garage.
- Driveways for dwellings adjacent intersections, transit stops, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street shall keep to municipal standards, and are encouraged to be as shallow as possible. Reverse driveway slopes are not permitted.
- Driveways located at the top of T-Intersections are encouraged to be located to the outside of the pair of dwellings which terminate the view, when possible, depending on grade conditions.
- Adjacent driveways at cul-de-sac and street elbow locations should be designed to eliminate overlap between the property line and the curb.
- All driveways will be finished with a hard surface paving material (i.e asphalt).

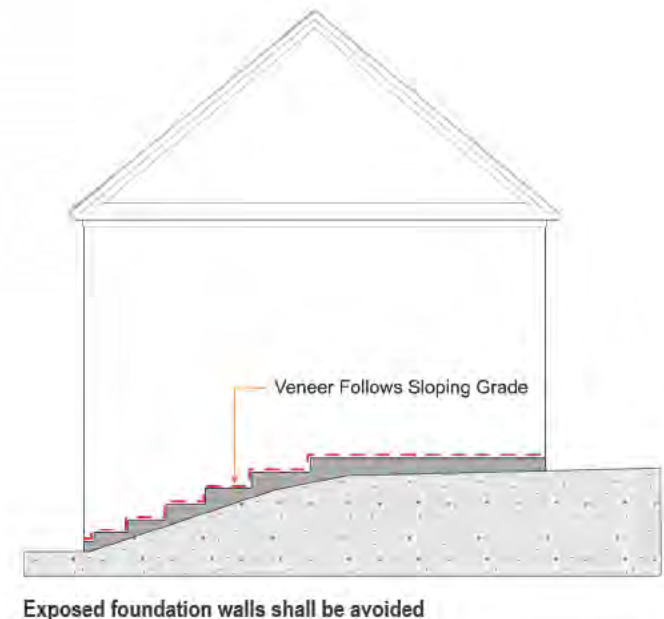


Conceptual diagram showing design objectives for driveway locations

2.3.13 FOUNDATION WALLS / GRADING CONDITIONS

DESIGN GUIDELINES:

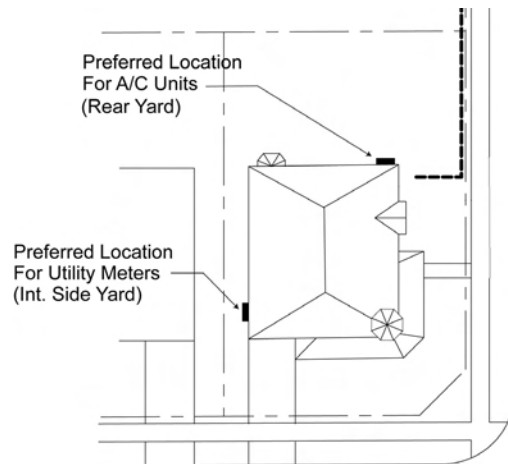
- Where severely sloping grade conditions occur, the builder should provide dwelling types which are adapted to suit the site, which may include 2-1/2 storey or 3 storey dwellings.
- This is particularly important for lots having back-to-front sloping grade conditions (full or partial front walk-out condition) to ensure an appropriate relationship between the dwelling, the garage and the street is maintained.
- Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~300 mm of foundation walls above finished grade is exposed on all exposed elevations of the dwelling, when possible.
- Foundation walls must be check-stepped along sloping grade to allow masonry veneering to be installed to minimize exposed foundation walls.



2.3.14 UTILITY AND SERVICE ELEMENTS

DESIGN GUIDELINES:

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite should be discreetly located away from public view, preferably on a wall that is perpendicular to the street and facing an interior side yard.
- For townhousing, utility meters should be recessed in to the wall where permitted by the local utility company, or screened from public view. Care should be taken in the design of recessed utility meters to ensure they are not located in areas which can be enclosed by homeowners, rendering them inaccessible.
- For corner lot dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be located to reduce their visibility from the street and receive appropriate screening.
- Air conditioning units should not be located in the front yard of any dwelling. They may be considered in flankage yard provided they are adequately screened from street view through use of fencing or landscaping.
- Notwithstanding the above, the location and method of screening utility meters should at all times be in compliance with the requirements of the local utility company, which may dictate the location of services.



Utility meters and service elements should ideally be located away from public view



For townhouses and other higher density forms, utility meters should be architecturally integrated or screened

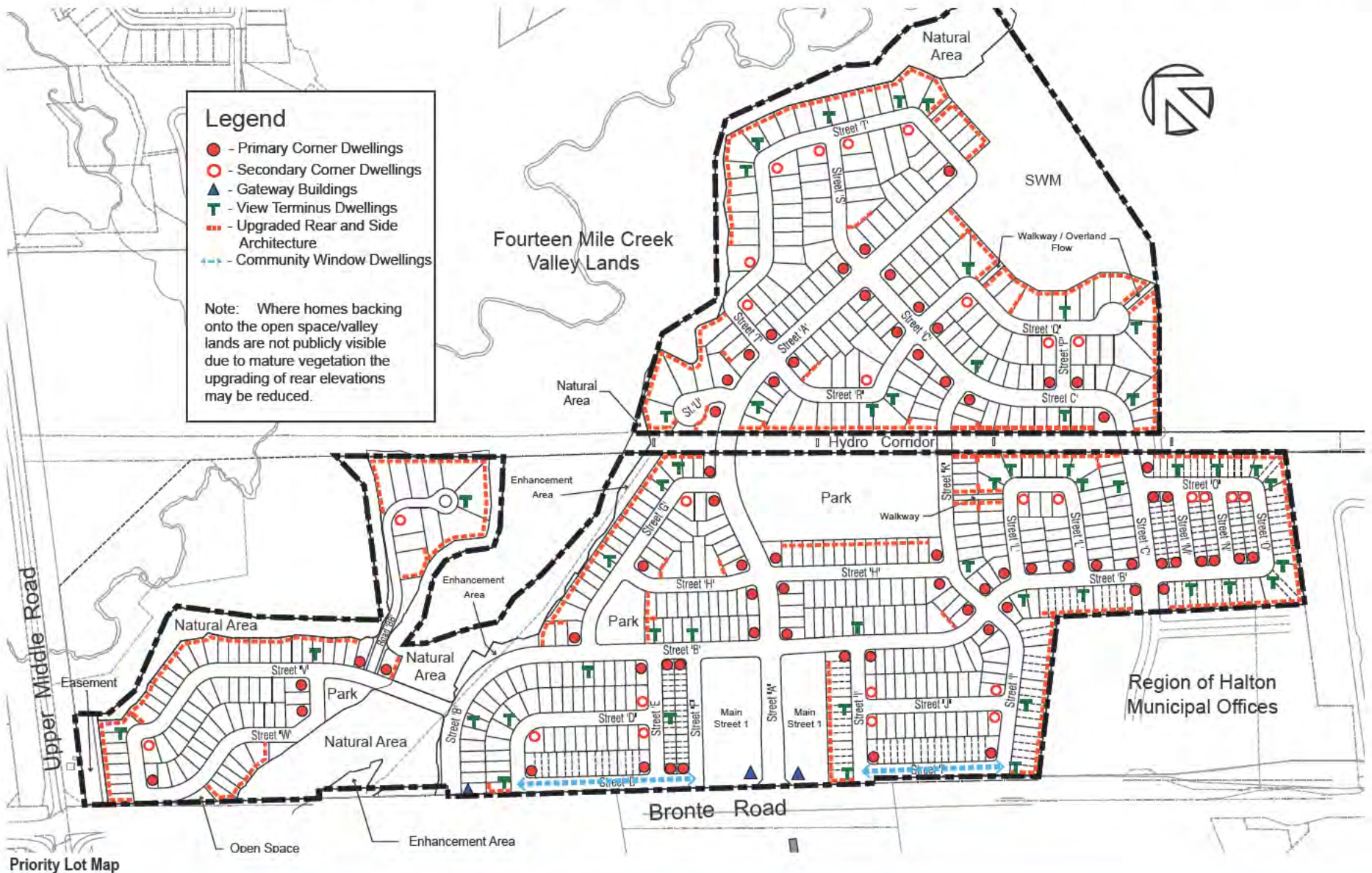
2.3.15 MUNICIPAL ADDRESS SIGNAGE

DESIGN GUIDELINES:

- A coordinated approach to municipal address numbers should be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the community.
- The municipal address should be located prominently on the front facade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria should apply:
 - The municipal address should be located prominently on the front façade of the dwelling or garage in a well-lit area.
 - Numbering should be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.
- Acceptable designs include:
 - Etched masonry plaques set into the wall cladding;
 - Prefinished plaques set in a bezel.

2.4 PRIORITY LOT DWELLINGS

Priority Lot Dwellings are located prominently within the neighbourhood, as shown on the Priority Lot Map. Special consideration for the siting, architecture and landscaping of buildings on these 'priority lots' is required so they can act as landmarks and help to establish visual reference points within the neighbourhood.

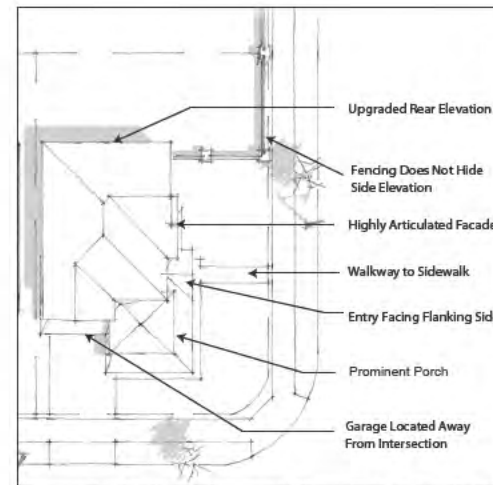


2.4.1 CORNER LOT DWELLINGS

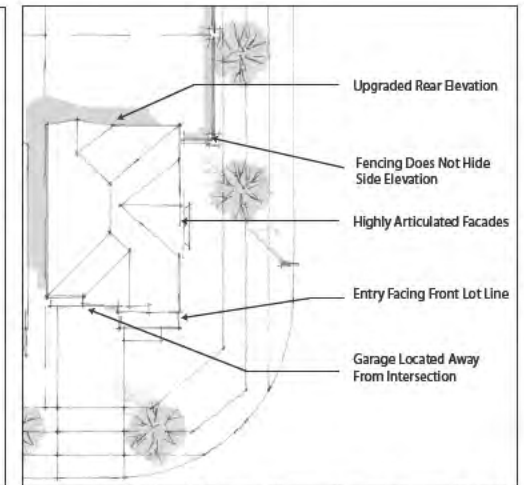
Corner Lot Dwellings are located at the intersection of two streets and have two façades fully exposed to the public realm. Corner dwellings play a significant role in setting the architectural image, character and quality of the street. Two categories (Primary and Secondary) have been provided dependant upon the degree of public visibility.

DESIGN GUIDELINES:

- Dwelling designs must be appropriate for corner lot locations. Both street frontages for corner lot dwellings should have equivalent levels of architectural design and detail with attention given to the dwelling's massing, height, roof lines, apertures, materials and details.
- Architectural design elements encouraged for Corner Lot Dwellings include:
 - entry portico or porch on the long side of the dwelling.
 - well proportioned apertures for doors and windows, located to create well balanced elevations.
 - wall projections, bay windows or pilasters along the flanking wall face.
 - gables, dormers, eyebrow window or other appropriate elements to enhance the roof form.
 - enhanced rear elevation detailing and windows, with equivalent design features to the street facing elevations.
- Primary Corner Lots should have the main entry to the dwelling located on the long elevation facing the flanking street. Secondary Corner Lots may have the main entries facing the front lot line or shorter side of the lot. Refer to location on Priority Lot Map.
- Where the dwelling design has the main entrance within the building face at the shorter side of the lot, the design of the flanking face should include a projecting bay or other appropriate architectural feature.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have similar/compatible architectural style, massing, elements and details are encouraged to provide both harmony and variety to the streetscape.



Conceptual Plan View - Primary Corner Lot Dwellings



Conceptual Plan View - Secondary Corner Lot Dwellings



Conceptual image of Primary Corner Lot Dwellings with main entry facing flanking side



Conceptual images of Secondary Corner Lot Dwellings with main entry facing front (low exposure corners only)

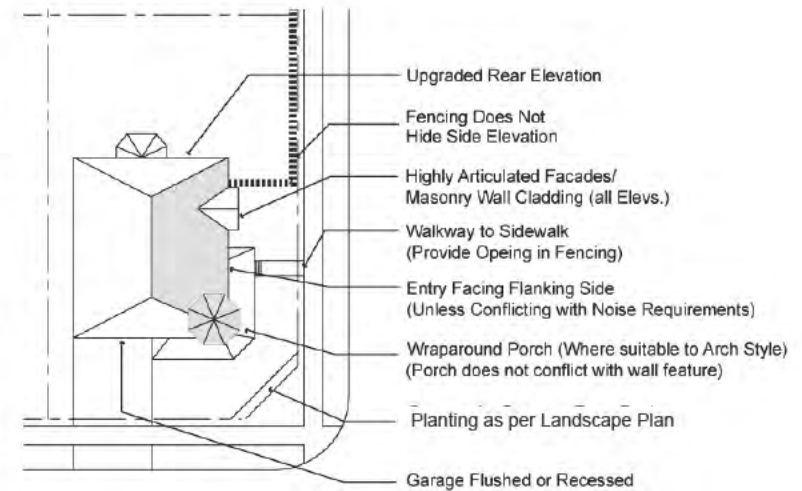


2.4.2 GATEWAY DWELLINGS

A Gateway Dwelling will occur at Street 'B' and Bronte Road on a corner lot at the entrance into the neighbourhood from Bronte Road. For the treatment of the gateway buildings within the node area (apartment / mixed-use buildings) refer to Section 3. Gateway Dwellings shall be designed to respect their prominence within the streetscape in order to express the image, character and high quality of the Bronte Green.

DESIGN GUIDELINES:

- Due to the high level of public exposure from Bronte Road, the gateway dwelling will require enhanced architectural design qualities and landscaping treatments to ensure a distinct and attractive streetscape character.
- Gateway entrances to the development from Bronte Road should be demarcated through built form that is oriented to the corners rather than relying on hard landscaping features, such as entry walls.
- Distinctive architectural elements and dominant design features shall be employed to emphasize gateway buildings' landmark qualities. Corner buildings require special designs which addresses the flanking elevation in a manner consistent with the front elevation.
- Gateway Dwellings should have a well-articulated and detailed façade facing Bronte Road with the garage accessed from St. 'B'.
- The building should be sited close to the street to encourage an active and urban street edge.
- A walkway linking main building entrance to the public sidewalk should be provided unless this conflicts with gateway landscape treatments.
- Gateway dwellings shall be a minimum two storeys; bungalows are not appropriate for these locations.
- The design of the Gateway Dwelling should include distinctive built form at the corner such as added height or architectural elements consistent with the dwelling's architectural style.
- Detailing should include large, well proportioned windows, shutters, precast details, masonry detailing, quoined corners or masonry chimneys where appropriate.
- The main entry should be oriented to the higher order street or to the daylight triangle, unless this conflicts with noise attenuation requirements or with a community entry gateway feature.
- The garage face should be recessed or flush with the adjoining wall face.
- Gateway corner lot fencing or noise attenuation fencing is required to screen rear yard amenity areas. Fencing shall comply with Town of Oakville by-laws.



Conceptual Plan View of Gateway Dwelling



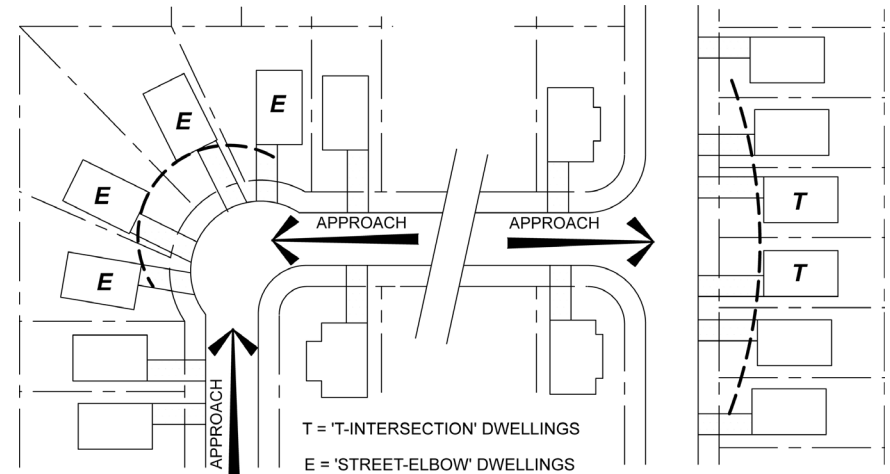
Conceptual Image of Gateway Dwelling

2.4.3 VIEW TERMINUS DWELLINGS

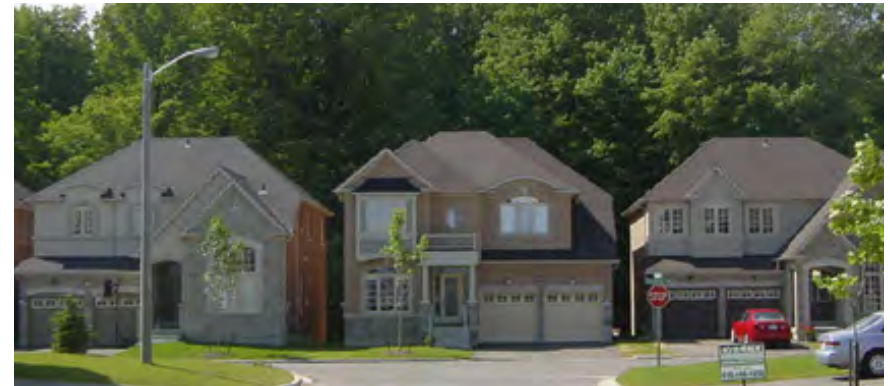
View Terminus Dwellings typically occur at T-Intersections where one road terminates at right angles to another or on the outside lots of curved streets and street elbows. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment.

DESIGN GUIDELINES:

- View Terminus Dwellings should have enhanced design or architectural detailing, giving them visual interest within the streetscape.
- Where extra deep lots occur, View Terminus Dwellings should have a greater front yard setback than adjacent dwellings.
- Driveways for paired View Terminus Dwellings should be located to the outside of the lots, where possible, to provide opportunities for increased landscaped treatment, reduce the visual impact of the garages on the axial view and create a stronger architectural image.
- The dwellings on the corner lots opposite the T-Intersection dwelling should frame the view from the street.



View Terminus Dwellings (plan view)



Conceptual Image of View Terminus Dwellings

2.4.4 UPGRADED REAR AND SIDE ARCHITECTURE

Where a dwelling's side or rear elevations are highly visible from the public realm, they require enhanced design treatment, having materials, colours, detailing and quality consistent with the street-facing elevation.

DESIGN GUIDELINES:

- Applicable enhancement situations may include the following:
 - Dwellings backing onto or flanking the Trail System, Storm Water Pond, Hydro Corridor, Parks or Public Walkways.
 - Dwellings backing onto or flanking Medium Density Blocks or Commercial Areas (if publicly visible).
 - Dwellings on curved streets where stepped setbacks leave sidewalls exposed to public view
- Applicable enhancements on the exposed elevation may include the following :
 - Bay windows or other additional fenestration, and enhancement of windows with shutters, muntin bars, frieze board, precast or brick detailing.
 - Gables, dormers or bay elements to articulate the roof form.
- For dwellings backing onto dense woodlots or valleys which are obscured year round by vegetation and will have limited public visibility, no design enhancement is required.



Conceptual Images of Upgraded Side Elevations



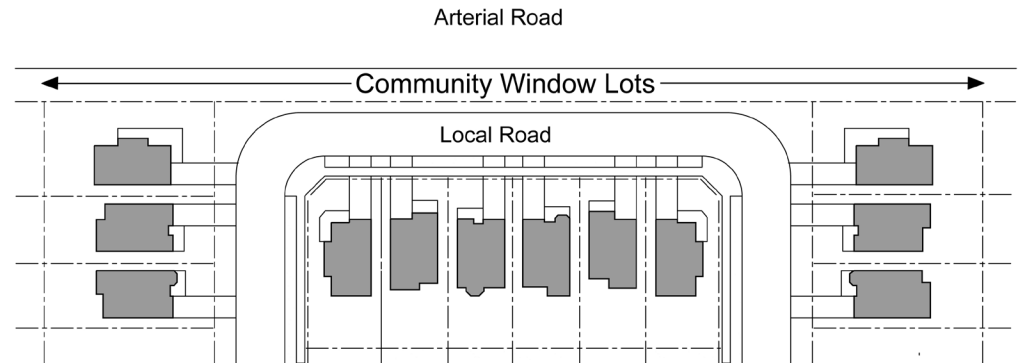
Conceptual Image of Upgraded Rear Elevations

2.4.5 COMMUNITY WINDOW DWELLINGS

Window roads are local roads which run parallel and adjacent to Bronte Road, allowing for views into this new neighbourhood and eliminating undesirable reverse frontage housing. The use of window roads and are important in establishing the overall character of the neighbourhood to residents and passersby. Dwellings in these locations are referred to as Community Window Dwellings.

DESIGN GUIDELINES:

- Community Window Dwellings are highly visible within the public realm and shall have a high degree of architectural detailing consistent with the architectural style of the dwelling, such as large, well proportioned windows, a projecting bay, or other design features to reflect their visual prominence.
- The use of masonry building materials shall be predominant within the streetscape.
- Dwellings with front projecting garages shall be avoided.
- The design of all dwellings should be coordinated to include architectural style, colours and materials that create a heritage-inspired community image.
- Dwellings which flank onto Bronte Road within the Community Window streetscape should be designed in a similar manner as Corner Lot Dwellings.
- Where a dwelling's side or rear elevations are highly visible from the public realm, they require enhanced design treatment, having materials, colours, detailing and quality consistent with the street-facing elevation.



Conceptual Plan View of Community Window Dwellings



Conceptual image of Community Window Dwellings

2.5 SUSTAINABILITY

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, bringing forward strategies to better manage increased population densities, resource and energy consumption and vehicular traffic volumes. The following sustainable development practices shall be considered.

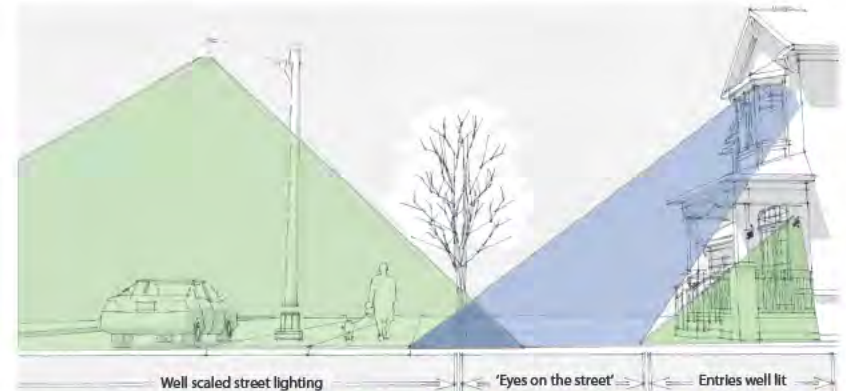
2.5.1 SUSTAINABLE DEVELOPMENT PRACTICES

- Mitigate stormwater flow through the integration of stormwater management ponds and drainage pools.
- Provide landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy) and contributes to overall biodiversity.
- Emphasizing the sourcing of local materials and manufactured components where possible.
- Provide logical and convenient pedestrian connections and links to transit stops to promote a transit-oriented development.
- Consider shading screens, eaves and overhangs to reduce heat absorption through windows.
- Utilize energy efficient materials and construction methods where possible.
- Consider introducing advanced technologies and practices into the building process where possible.
- Utilize recycled materials where possible, reducing the demand for new materials and increasing the market for recycling.

2.5.2 WALKABILITY AND COMMUNITY SAFETY

Walkability is one of the cornerstones of the Bronte Green sustainability strategy. Open spaces and amenities within the development are located within comfortable walking distance of the majority of residents. In addition, proposed trails linked with the sidewalk network shall offer convenient and enjoyable pedestrian connections.

A 'Sense of Community' motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe,



Buildings and Streetscapes Should be Designed to Promote an Active and Safe Community

pedestrian-friendly community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design).

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Site planning and building design should allow for visual on look of public spaces.
- Maintain safe sightlines at all intersections.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses.

- Ample fenestration facing public areas (streets, parks, schools, walkways, etc.) should be provided to promote casual surveillance or “eyes on the street”.
- Active pedestrian streetlife and building orientation adds ‘eyes on the street’ to strengthen citizens’ sense of security.
- Concepts of “Territorial Reinforcement” include the ample usage of front porches that create a transitional area between the street and the home.
- The presence of the garage within the streetscape should be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible.
- All entries to dwellings should be well lit.
- Main entrances should generally be visible from the street and clearly defined.

2.6 DESIGN REVIEW PROCESS

A design review process is required for all new residential construction within the subject lands to ensure new development proposals and building designs are in compliance with the requirements of this Urban Design Brief.

Architectural design and siting proposals for residential built form shall be evaluated through the Town of Oakville's privately administered architectural control design review and approval process as outlined in this section of the document.

Architectural design and siting proposals for high density and non-residential built form shall be evaluated through the Town of Oakville's Site Plan Approval process. The Town may request that the Control Architect play an advisory role in the design review process.

2.6.1 ARCHITECTURAL CONTROL PROCESS

The Control Architect shall have proven experience in the field of architectural design control within Ontario and the Greater Toronto Area, shall be a member of the Ontario Association of Architects and shall be acceptable to the Town of Oakville to perform the required design control duties.

The architectural control review and approval process by the Control Architect will be conducted expeditiously and fairly on behalf of the Town of Oakville. It shall generally comprise the following steps:

- Orientation meeting with the Developer / Builder prior to any submissions.
- Model review and approval.
- Review and approval of exterior materials and colours.
- Review and approval of house sitings.
- Periodic site monitoring for compliance.

2.6.2 PRELIMINARY REVIEW

- Preliminary model design sketches which are in conformity with these Guidelines and which demonstrate sufficient design quality, variety and the use of appropriate exterior materials will be submitted to the Control Architect for review.
- Sale of models cannot commence until after preliminary approval is given by the Control Architect.

- Preliminary grading plans and streetscapes for individual lot sitings should be faxed to the Control Architect for review prior to submission for final approval.

2.6.3 FINAL REVIEW AND APPROVAL

2.6.3.1 WORKING DRAWINGS

- Working drawings must depict exactly what the Builder intends to construct.
- All exterior details and materials must be clearly shown on the drawings.
- Unit working drawings will be required for special elevations (i.e. upgraded rear / side), walkout lots and grade-affected garage conditions.
- A master set of all front, flanking and corner lot rear elevations which have been given final approval is to be submitted to the Control Architect as soon as possible after model approval is given. These should be on 1 sheet per each dwelling type.

2.6.3.2 SITE PLANS

- Engineer certified site plans are to be submitted to the Control Architect at a minimum scale of 1:250 and may be submitted on single 8-1/2" x 14" sheets.
- In addition to the required grading details, the proposed siting of each unit must clearly show:
 - model and elevation type;
 - driveway extending to street curb;
 - a note indicating rear or side upgrades, where applicable.

2.6.3.3 STREETSCAPE DRAWINGS

- To assist in the review process a streetscape drawing (blackline) must accompany each request for siting approval.
- Streetscape drawings are to accurately represent the proposed dwellings in correct relation to each other and to the proposed finished grade.
- In the review of streetscapes, minor elevational changes may be required. The onus is on the Builder to ensure that these required changes are implemented in the construction of the dwellings.

2.6.3.4 EXTERIOR COLOUR PACKAGES

- Prior to the submission of site plans, the Builder will be required to submit typed colour schedules and sample boards which include the colour, type and manufacturer of all exterior materials.
- Colour package selections for individual lots and blocks should be submitted at the same time as site plans and streetscapes.

2.6.4 SUBMISSION REQUIREMENTS

- The Builder is required to submit to the Control Architect for final review and approval, the following:
 - 6 sets of engineer approved site plans;
 - 4 sets of working drawings;
 - 3 sets of streetscapes;
 - 2 sets of colour schedules;
 - set of colour sample boards (to be returned to the builder);
- The Control Architect will retain one set of the foregoing other than the colour sample boards.
- The applicant should allow up to 5 working days for final approvals.
- Any minor redline revisions made by the Control Architect to site plans, working drawings, streetscapes and colour schedules must be incorporated on the originals by the Builder's Design Architect.
- Any revisions to an existing approval requested by the Builder will be considered on their merits and if acceptable will be subject to re approval by the Control Architect.
- It is the Builders' complete responsibility to ensure that all plans submitted for approval fully comply with these Guidelines and all applicable regulations and requirements including zoning and building code provisions.
- The Builder is responsible for the pick-up and delivery of all materials to and from the Control Architect's office and the Town as necessary.

2.6.5 TOWN OF OAKVILLE APPROVAL

- All site plans, working drawings, streetscapes and colour packages must be submitted for review and approved by the control architect and the project engineer (site plans only), as required, prior to submission to the Town of Oakville for building permit approval.
- Building permits will not be issued unless all plans bear the required Final Approval stamp of the Control Architect and Project Engineer (site plans only).
- Approvals by the Control Architect and the Project Engineer do not release the builder from complying with the requirements and approvals of the Town of Oakville and/or any other governmental agency.

2.6.6 MONITORING FOR COMPLIANCE

- The Control Architect and the Town will conduct periodic site inspections to monitor development.
- Any significant visible deficiencies or deviations in construction from the approved plans that are considered by the control architect to be not in compliance with the Architectural Review Guidelines will be reported in writing to the Builder.
- The Builder will respond to the control architect in writing of their intention to rectify the problem after which the developer will be informed of the Builder's response or lack of response.
- The Developer and/or the Town may take appropriate action to secure compliance.
- Should the Town not be satisfied with the performance of the Control Architect it reserves the right to no longer accept drawings certified by the Control Architect. The Developer will then be required to retain a new Control Architect to the satisfaction of the Town. The Developer will be responsible for all cost relating to architectural control review and approval.